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The New York Times.

THE WEATHER. Fair; fresh south to west winds

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TO-DAY:
TEN PAGES,
WITH FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

THE NEWS CONDENSED.

Cash wheat, No. 2 red, 74¾c; cash corn, No. 2 mixed, 40¾c; cash corn, 6⅝c.

FOREIGN.—The Boers have finished their reply to England's last note. They practically repudiate suzerainty, insist on a seven-year franchise, and refuse to place English on an equal footing with Dutch in the Volksraad. It is believed in London that this will lead to an early declaration of hostilities. The London press comments on the note, saying the last hope of peace is gone. The Cabinet will meet on Wednesday or Thursday, to consider the next step. The Dreyfus demonstration in London yesterday was quiet and orderly. The meeting passed resolutions of sympathy with Mme. Dreyfus and appealing to the French Government to release and rehabilitate Dreyfus. Police in Paris prevented the smuggling of provisions into the house of Guerin, the anti-Semite. Austria has removed Col. Schneider, the Military Attaché at Paris. Lord Curzon telegraphs that recent rains have bettered the crop prospects in parts of India. The Supreme Court of Panama has granted leave of absence to all subaltern judicial employes. Their salaries are over eighteen months in arrears.—Pages 1 and 7.

Page 1.

A Lackawanna train carrying New York Sunday papers ran from New York to Buffalo yesterday in seven hours and twenty-three minutes

The British Admiralty has prepared a war map of St. John's, N. F., as a preliminary to fortifying the town. The work of preparing for forts may begin next Spring.

Mr. Bryan starts to-day on a two weeks' political campaign in Nebraska. The Republican leaders will confer this week at Omaha.

Thomas B. Reed, upon retiring from politics and taking up his residence in New York, has written an open letter to his old constituents of the First Maine District thanking them for their unquestioning support for the past twenty-three years.

Richard Croker at the Democratic Club last night gave out an interview, in which he made an aggressive attack on Frank Moss, counsel of the Mazet investigating committee, charging him with corruption in office, and as being the tool of Senator Platt.

White miners yesterday shot and killed seven negroes at Carterville, Ill. Gov. Tanner has sent troops, but the Sheriff asks for more. The Governor says the act was premeditated murder and that he will send the entire National Guard if necessary.

Page 2.

The new battleship Kearsarge arrived here yesterday after a satisfactory trip from Newport News.

J. C. Osgood reached Denver yesterday, but it could not be learned if Mrs. McKibbon and Mrs. Shelgrim are with him.

The Monastery and College of the Holy Land, a Franciscan institution for training young priests for missionary service in the Holy Land, was dedicated in Washington yesterday with imposing ceremonies.

Page 3.

Three of the largest hotels at Hammel's Station, Rockaway, were destroyed by fire early yesterday morning.

The Lucania, which arrived off Fire Island Saturday evening, was greatly delayed by a storm and barrfacs of unusual violence and by green hands in her fireroom.

Page 4.

Sir Thomas Lipton entertained some friends aboard the Erin yesterday.

J. P. Jacobson of New Haven won the fifty-mile open amateur race yesterday at Vailsburg, N. J., making a new record.

The Columbia is at Bristol, R. I., to get her steel mast. It is possible she may be brought to New York before the races.

Page 7.

Congressman Daniel Ermentrout died yesterday at his home, in Reading, Penn.

Charles A. Pillsbury, the Minncapolis flour mill operator, died of heart disease at that city yesterday

Lieut. W. S. Overton, who was wounded in action in the Philippines while leading Battery G, Third Artillery, reached his home in Whitestone last night on furlough.

The ceremony of exhuming the remains of Gen Antonio Maceo and Francisco Gomez, son of Gen. Gomez, took place at Bejucal yesterday. The bodies will be placed in a mausoleum.

Perry Belmont arrived in London yesterday and denied that he had made any statement such as is attributed to him in an alleged interview sent out from London Sept. 6. He says he cannot support Bryan and the Chicago platform on account of differences of opinion on the currency question.

Page 10.

An attempt to boom Tammany Hall in the Central Federated Union yesterday was cried down by the anti-Tammanyites.

The leading manufacturers of clear Havana cigars in this country have completed arrangements for a consolidation of their interests on a fifteen-million-dollar basis.

Gen. Sickles and Chief of Police Devery said yesterday that something should be done to start the Dewey land parade earlier than intended accoiding to present arrangements. They believe the breakfast at Claremont should not be crowded into Saturday's programme.

Arrivals at Hotels and Out-of-Town Buyers. —Page 2.
Marine Intelligence and Foreign Mails.—Page 3.
Yesterday's Fires.—Page 2.
Court Calendars.—Page 5.
Weather Report.—Page 2.
Losses by Fire.—Page 2.
Real Estate.—Page 5.
Markets.—Page 5.

BIG PURCHASE OF COAL LAND.

Federal Steel Company Buys 15,000 Acres in Fayette County, Penn., to Fight the Carnegie Company.

Special to The New York Times.

PITTSBURG, Sept. 17.—Fifteen thousand acres of good coal land in Fayette County were purchased last week by agents representing the Federal Steel Company, and it is said the Chicago concern is now about to wage war against the Carnegie Steel Company. Heretofore the Federal Company has found it advisable not to fight Carnegie, because it had to buy considerable coke from the Frick Coke Company, which is practically composed of the same capitalists as the Carnegie Company. The coke is of an exceptionally good quality, and the Frick people said they had the only coal from which it could be made.

Agents of the Chicago concern went back into the mountains of Fayette County, tapped a vein of supposed inferior coal there and after hauling wagon loads of it some miles, shipped it to Chicago, where it was found it would make coke equal to that of the Frick or Connellsville product. The options on the coal lands which were taken were closed and nearly $2,000,000 was distributed among farmers in "Old Flatt." A railroad to connect the coal lands with the Pennsylvania and Baltimore and Ohio lines will be built, and with its own coke the Chicago company will put itself in a position where it can fight the Carnegie concern without running the risk of having the coke supply shut off.

Illinois Free Employment Bureaus.

Special to The New York Times.

SPRINGFIELD, Ill., Sept. 17.—Since the opening of the free employment bureaus in Chicago six weeks ago, 9,556 persons have applied for employment, and of this number work for 3,992 has been secured. During the same time 6,058 people have endeavored to employ labor through the offices, and 3,076 of the applications have been filled.

BOERS SEND THEIR REPLY TO ENGLAND

Agree to Arbitrate, but Repudiate Suzerainty.

ADHERE TO 7-YEAR FRANCHISE

Refuse to Use the English Language in the Volksraad.

British Press Says War Is Certain—Orange Free State May Aid the Boers—Cabinet Will Consider Next Step.

PRETORIA, Sept. 17.—The reply of the Government of the South African Republic to the latest dispatch, dated Sept. 12, of the British Secretary of State for the Colonies, Mr. Joseph Chamberlain, after acknowledging the receipt of the British note, proceeds, in part, as follows:

"The Government deeply regrets the withdrawal, as the Government understands it, of the invitation contained in the British dispatch of Aug. 23 and the substitution, in place thereof, of an entirely new proposal.

"The proposals, now fallen through, contained in the Transvaal dispatches of Aug. 19 and Aug. 21, were elicited from this Government by suggestions made by the British diplomatic agent in Pretoria (Mr. Conyngham Greene) to the Transvaal State Secretary, (Mr. F. W. Reitz,) suggestions which this Government acted upon in good faith, and after specially ascertaining whether they would be likely to prove acceptable to the British Government.

"This Government had by no means an intention to raise again needlessly the question of its political status, but acted with the sole object of endeavoring by the aid of the local British agent to put an end to the strained condition of affairs.

"This was done in the shape of a proposal which this Government deems, both as regards its spirit and form, to be so worded as, relying upon intimations to this Government, would satisfy her Majesty's Government.

"This Government saw a difficulty as to the acceptance of those proposals by the people and Legislature of the Transvaal and also contemplated possible dangers connected therewith, but risked making them, on account of a sincere desire to secure peace and because assured by Mr. Chamberlain that such proposals would not be deemed a refusal of his proposals, but would be settled on their merits.

"As regards the joint commission, the Transvaal adheres to the acceptance of the invitation thereunto given by her Majesty's Government, and cannot understand why such commission, which before was deemed necessary to explain the complicated details of the seven years' law, should now be deemed unnecessary, and why it should now, without such inquiry, be thought possible to declare this law inadequate.

"Further, there must be a misapprehension if it be assumed that this Government was prepared to lay proposals for a five years' franchise and a quarter representation of the new population before the Volksraad for unconditional acceptance.

"As to the language, this Government never made any offer such as is referred to, considering, as it did, such a measure both unnecessary and undesirable.

"The proposed conference, as distinct from the joint commission of inquiry, this Government is likewise not unwilling to entertain; but the difficulty is that an acceptance thereof is made dependent upon the acceptance, on the side of the Transvaal, of precedent conditions which this Government does not feel at liberty to submit to the Volksraad; and, moreover, the subjects to be discussed at the conference remain undefined.

"This Government ardently desires and gladly accepts arbitration, as its firm intention is to adhere to the terms of the London Convention of 1884."

The dispatch concludes by trusting that the British Government, on reconsideration, may not deem it fit to make more onerous or new proposals, but will "adhere to Great Britain's proposal for a joint commission of inquiry, as previously explained by the Secretary of State for the Colonies to the Imperial Parliament."

LONDON, Sept. 18.—The reply of the Transvaal Government to Mr. Chamberlain's latest note is said to cover nine pages. It is eminently of the "negative and inconclusive" character which Mr. Chamberlain declared would compel the Imperial Government to consider the situation afresh.

It practically repudiates suzerainty, reverts to the seven years' franchise, and declines to give equality to the Dutch and English languages in the Volksraad.

In short, it is politely negative and defiant. The full text may not be available for a day or two, but it will not change the aspect of affairs. The Cabinet will probably meet on Wednesday or Thursday to consider the next step.

HOSTILITIES ARE IMMINENT.

London Papers Say the Reply Is Unsatisfactory and All Hope of Peace Has Vanished.

LONDON, Sept. 18.—All the dispatches from South Africa this morning talk of the imminence of hostilities and the preparations for them. In Johannesburg it seems to be taken for granted that the Orange Free State has approved President Krüger's note and promised active assistance in the event of war.

An official telegram posted at Volksrust says that the Transvaal, with the assent of the Orange Free State, repudiates British suzerainty and adheres to the seven years franchise.

At Cape Town it is reported that Mr. Hofmeyr, the Afrikander leader, sent a communication to President Steyn of the Orange Free State, entreating him to do his utmost to preserve peace, but that he received in answer the words "Too late."

All military men agree that it is out of the question to begin hostile operations before the middle of next month, no rain having fallen and the veldt being still bare.

In commenting on the reply of the Transvaal, The Morning Post says: "The Boers mean to fight. Shat is the plain English of it."

The Standard says: "The Transvaal note is unsatisfactory and, indeed, a dangerous composition. It might be going too far to say that the last hope of peace has vanished or that diplomacy has said its final word, but it is idle to deny that the rulers of the Transvaal have brought their country very close to the brink of a disaster which the British Government has done its best to avert."

The Daily Mail says: "President Krüger's defiance has terminated a long period of unrest and uncertainty in South Africa; for, whatever may be the issue of the present situation, one thing is certain: That dualism in South Africa will end forever."

The Daily Chronicle says: "We regret that the Boers, by rejecting a fair offer made in fair language, have taken a line giving great point to the argument of their enemies that President Krüger is a shifty and impracticable politician, fit only to be spoken to across a line of bayonets."

These extracts fairly represent press opinions in London. All the papers characterize the attempt to represent Mr. Conyngham Greene as suggesting the Transvaal's former proposals as mere shifty prevarication.

The Pretoria correspondent of The Morning Post, in his summary of the Transvaal reply, says the Transvaal repudiates suzerainty and the right of interference, and denies that either State Attorney Smuts or the Government offered a five years' franchise otherwise than on Mr. Conyngham Greene's assurance that the Imperial Government would withdraw its claim of a right to interfere in the Transvaal's internal affairs. The correspondent adds:

"The reply anticipates a final alternative of a British note by saying that further suggestions on the lines indicated are vain."

The Cape Town correspondent of The Daily Mail says: "Afrikander Bund circles profess to have information that President McKinley has intervened between Great Britain and the Transvaal.'

"Sir Alfred Milner, (British High Commissioner,) in reply to a correspondent who had requested information regarding the position of British subjects in the Orange Free State in the event of hostilities, has replied that he is unaware of anything in the relations between the Imperial Government and the Orange Free State which would justify hostile action on the latter's part, and expressed the opinion that it would be equally contrary to international law to order out British subjects against the Queen's soldiers or to utilize them in such a manner as to set free a corresponding number of burghers for service against her Majesty's troops.

"This is a most opportune pronouncement, as the Orange Free State purposes commanding British subjects to guard the Basutoland border."

BOERS ENROLL VOLUNTEERS.

Riots Follow Call for Enlistment—Charles Town Residents Alarmed by Signalling.

LONDON, Sept. 18.—It is supposed that the next move contemplated by the Transvaal is an appeal to the powers, begging them to recommend arbitration on the lines of the Conference at The Hague.

A dispatch from Charles Town says the wildest rumors are current there and that great alarm is felt owing to the unprotected state of the town, especially as Boer signalling is plainly visible on the adjacent mountains.

There was a serious disturbance in the market square of Johannesburg on Saturday afternoon. A meet ing called by a labor agitator named Bain, to condemn the British policy and to enroll volunteers to fight for the Boers, led to serious fights with the police, lasting a couple of hours. Many persons were injured, among them the recently notorious Dr. Matthews, who laid a charge against a mounted policeman. An immense crowd, singing "Rule Britannia" accompanied him to the police office.

ALGER WILL WITHDRAW.

Positive Assertion by a Close Friend that He Will Quit the Michigan Senatorial Race To-day.

CHICAGO, Sept. 17.—A dispatch from Detroit, Mich., says:

"That Gen. Russell A. Alger has decided to withdraw from the Senatorial race there is now no doubt. Formal announcement of his retirement, it is predicted, will be made this week, probably to-morrow.

"One of his closest political friends said to-night that no mistake would be made if positive language was used in the publication of this assertion. Gen. Alger himself absolutely refused to affirm or deny the story, but he did say he would have something ready for the public to-morrow or later."

DREYFUS MEETING IS ORDERLY.

London Demonstration Deprecates Boycotting and Passes Resolutions of Sympathy.

LONDON, Sept. 17.—Although the weather to-day was beautiful, the much-talked of demonstration in Hyde Park, London, against the verdict of the Rennes court-martial recondemning Capt. Dreyfus on a charge of treason proved a spiritless affair. A few thousands collected around the seven platforms, but they were mainly boys, servant girls, and idlers. Very few Jews or foreigners were in evidence. The large force of police in attendance had nothing to do, as a demonstration could not possibly have been more orderly.

The speakers were in no way influential. Most of the interest centred around the platform where Mr. Hatzfeld, a relative of Dreyfus, delivered an address.

The speakers deprecated boycotting a whole nation "for the sake of five Judges and a scoundrel."

At the various platforms resolutions were adopted expressing sympathy with Mme. Dreyfus, and abhorrence for the Generals who figured at the trial, tendering congratulations to M. Emile Zola, Lieut. Col. Picquart, Maître Labori, Maître Demange, and others, and appealing to France to release and rehabilitate Dreyfus before it should be too late. These were carried with the greatest enthusiasm.

Various flags were displayed, including the Stars and Stripes and the tricolor of France. A French lady was removed for continually crying "Vive l'armée," and a man was ejected for shouting "Vive Mercier."

CHICAGO MEETING PROTESTS.

Special to The New York Times.

CHICAGO, Sept. 17.—Two thousand residents of Chicago assembled at Metropolitan Hall, Jefferson and O'Brien Streets, this afternoon, and protested against the verdict of the court-martial in the Dreyfus case. The meeting was held under the auspices of the Grand Lodge of the Independent Western Star Order, and there were present prominent Jews from all sections of the city. Nearly one-half of the large audience was composed of women.

The promoters of the gathering originally planned to have a set of resolutions adopted expressing indignation at the treatment accorded Hebrews by the French Government, but this idea was abandoned upon advice of Judge Philip Stein and others, who insisted that the action would have more effect coming from American citizens than Jews, who might be considered biased.

It was finally decided to have the Chairman of the meeting appoint a committee to co-operate with the persons who are planning a Dreyfus indignation gathering at Central Music Hall next Sunday. A. Finkling, Grand Master of the Independent Western Star Order, presided, and representatives of thirty-two branch lodges of the society were in attendance.

SUPPLIES FOR GUERIN STOPPED.

PARIS, Sept. 17.—Last night the police surprised an attempt to provision M. Jules Guerin and his anti-Semite companions at the headquarters of the Anti-Semite League in the Rue de Chabrol. Four revolver shots were fired, it is unknown by whom, and two arrests were made to-day in connection with the incident.

Both the arrested persons were liberated this evening. They declare that some of their party were shot and wounded by the police.

Austria Removes Paris Attache.

VIENNA, Sept. 17.—The Official Army Gazette announces the removal from the Austro-Hungarian Military Attachéship in Paris and Brussels of Col. F. Schneider, whose alleged letter incriminating Capt. Dreyfus, though distinctly repudiated by him as a forgery, was one of the principal weapons of the prosecution during the Rennes trial.

President Loubet in Paris.

PARIS, Sept. 17.—President Loubet has returned to Paris.

Reduced Fares to Philadelphia, via Royal Blue Line.

For the National Export Exposition, which opens at Philadelphia on September 14th and continues until November 30th, the ROYAL BLUE LINE will sell excursion tickets from New York at rate of $4.00 for the round trip, which includes admission to the Exposition. These tickets will be on sale from the opening of the Exposition and will be good for return until December 4th, inclusive. Stations in New York, Central Railroad of New Jersey, are foot of Liberty Street, and Fifth Avenue.

HOT CAMPAIGN IN NEBRASKA.

Bryan to Start To-day on a Two Weeks' Tour of the State—Republicans to Confer at Omaha.

Special to The New York Times.

OMAHA, Sept. 17.—This week will be important in the political affairs of Nebraska, and the probabilities are that the campaign which begins here to-morrow will have considerable bearing on National politics.

W. J. Bryan and a number of his friends start on a two weeks' tour of the State in the morning. Mr. Bryan plans to make two speeches daily. The whole State will be covered, and the dates have been advertised broadly. The silver leaders believe they will stir up a great deal of enthusiasm in the State. At the end of two weeks Mr. Bryan will go South and East, and will return to Nebraska and spend the last fortnight of the campaign here. His efforts in the State are being supplemented by W. H. Harvey and other prominent Democrats. Champ Clark of Missouri will accompany Mr. Bryan on a part of the trip through Nebraska.

The Republicans also will become active in the Nebraska campaign this week. Their State Convention will be held Thursday, and the day before some of the big leaders of the party from home and abroad will meet in conference in Omaha to map out a line of campaign work and start what promises to be a very warm fight while it lasts. Senator John M. Thurston and Assistant Secretary of War Meiklejohn will be among those present at the conference.

The fight in the State will become from house to house. A poll of the State is being arranged by both sides.

BAILEY WILL HELP GOEBEL.

Will Make Speeches So that Bryan May Carry Kentucky.

Special to The New York Times.

LEXINGTON, Ky., Sept. 17.—Congressman J. W. Bailey of Texas is in Lexington to see after his farm full of trotters, and he was asked to-day what he intended to do in the Kentucky campaign.

"I shall return here in October, I think, and make a few speeches for the State ticket headed by Senator Goebel. I am in favor of Democrats sticking together at this time, so that Mr. Bryan can have a solid Democracy behind him next year. He ought by all means to carry Kentucky, and I shall work for that end."

DEAF-MUTE BURGLARS CAUGHT.

Man They Were Robbing Also Deaf and Dumb, but Not His Young Son.

Special to The New York Times.

BUFFALO, N. Y., Sept. 17.—At 1 o'clock this morning the young son of John Filsinger, a deaf-mute, living at 473 Sherman Street, discovered burglars below his bedroom. He went downstairs and saw two men trying to break into his father's safe with a jimmy. The boy got a hatchet and crept up behind the burglars, intending to kill them, but lost heart and retreated to the next room. There he made an outcry expecting that the men would run, but they kept steadily at work on the safe. Young Filsinger went up stairs and aroused his father, telling him in the sign language what was happening.

As the Filsingers entered the room the burglars turned and saw them and ran for the window, communicating with each other by signs. Filsinger saw that the burglars were deaf-mutes like himself and was so surprised that he forgot to chase them. He notified the police, and this afternoon Henry Brayen and John Weber, both deaf and dumb, were arrested. They confessed.

FISHING PLANT IN FLAMES.

Loss to American Company's Big Establishment at Promised Land May Exceed $500,000—Steamers Saved.

AMAGANSETT, L. I., Sept. 17.—The plant of the American Fisheries' Company at Promised Land was destroyed by fire to-night. The fire broke out about 8 o'clock, and the entire plant was reduced to ashes within a couple of hours. There was no means of fighting the flames. The buildings were saturated with oil, and the fire could be seen for many miles. Eight buildings in all were destroyed. The fire reached its height when a thousand barrels of oil ready for shipping ignited. An effort had been made to save some of the barrels, but the heat was so intense that the work had to be abandoned. There was on hand about 1,000 tons of fish and scrap, and this burned also.

It is said the machinery in the plant cost the company half a million dollars. This together with the oil will be the principal loss. What the total loss amounts to is not known. It will probably not exceed $600,000, as the buildings themselves were not very valuable. The wharves were burned, but the menhaden steamers were gotten out in safety. The company has plants in the South and also in the East, so that the interruption to their business will not be great. The steamers bringing in the menhaden will be ordered to report at one of the other plants.

MONTREAL BUILDING WRECKED.

MONTREAL, Quebec, Sept. 17.—At 8 o'clock this evening the southeast corner of the Queen's Hall Block, in which was located W. H. Scroggie's retail dry goods store, fell in. The building fell gradually, and warning was given to the people on the street at that time, so that no one was injured.

The building was an imposing one, occupying a whole square fronting on St. Catherine Street, between University and Victoria Streets, and was four stories in height. On the upper floor, adjoining the Scroggie establishment, is situated the Queen's Theatre. The break extended the width of two stores from the corner, and as far back as the entrance to the theatre, which itself was not damaged. Wright's "What Happened to Jones" company was to open an engagement in the house to-morrow evening, which date must of necessity be canceled.

The loss is placed at $25,000 on the building and $30,000 on the Scroggie stocks.

Monongahela Reaches Newport.

Special to The New York Times.

NEWPORT, Sept. 17.—The United States training ship Monongahela arrived from Annapolis this morning, with Lieut. Commander Winslow of the training station in charge. The arrival of the vessel was the cause of the cries "there she blows" by the apprentices who were watching for the Monongahela's arrival. A draft of about 200 apprentices will be sent on board from the station shortly, and a cruise in West Indian waters will be made.

The Eucalyptus Tree in Cuba.

HAVANA, Sept. 17.—Many persons outside the island claiming to be experienced in the cultivation of the eucalyptus tree have written Gen. Brooke and the various Military Governors asking for positions in connection with the eucalyptus experiments and offering to expel malaria. It is not likely that the services of any of these will be accepted, owing to the fact that there are Cubans on the ground here who some years ago were engaged in similar work, and have frequently urged another trial of the trees.

Yaqui Rebels Torture a Chief.

MAZATLAN, Mexico, Sept. 17.—Private advices from Sonora show that Chief Totabiate of the Yaquis, who remained loyal to the Mexican Government, was seized by the rebels and cruelly tortured, being stripped, slashed with knives, and his body shockingly mutilated, while the Yaquis danced about him taunting him and crying out: "Take your peace. Now you are punished for siding with the Mexican Government."

Premier Laurier to Visit Chicago.

Special to The New York Times.

OTTAWA, Ontario, Sept. 17.—Premier Laurier goes to Chicago on the 7th of October and will return here on the 12th.

Poland M'neral Spring Water.
Recommended for purity and medicinal power. —Adv

WHITE MEN KILL NEGROES

Miners' Troubles at Carterville Lead to the Shooting of Seven.

THE GOVERNOR SENDS TROOPS

Tanner Says the Act Was Prearranged and Premeditated Murder—Sheriff Asks for More Soldiers.

CARTERVILLE, Ill., Sept. 17.—Carterville was the scene of a bloody riot about noon to-day, in which six negroes were instantly killed and one fatally wounded, while two others received slight wounds.

Trouble has been brewing since the militia was recalled by Gov. Tanner last Monday. The white miners of this place have refused to allow the negro miners to come into town, always meeting them and ordering them back. To-day, however, thirteen negroes, all armed, marched into town, going to the Illinois Central station, where they exchanged a few words with the white miners there. Then, according to report, the negroes pulled their pistols and opened fire on the whites, who at once returned the fire. A running fight was kept up.

The negroes scattered, some being closely followed by the whites up the main street, while the remainder fled down the railroad track. Here the execution was done, all who went through the town escaping. After the fight was over four dead bodies were picked up and another mortally wounded. They were taken to the City Hall, where the wounded man was attended to and an inquest held over the dead ones.

Two more dead negroes were found late to-night near the Brush mines.

The killed are the Rev. T. J. Floyd, Huse Bradley, John Black, Henry Branum, Jim Hayes, and one unidentified. Sim Cummins, the wounded negro, is reported to-night as dead.

Trouble has existed here off and on for over a year, but no fatalities occurred until June 30, when a passenger train on the Illinois Central Railroad was fired into and one negro woman killed. These negroes were on their way to the mines, having come from Pana. Some time afterward a pitched battle ensued between the union and non-union forces during which time the dwellings occupied by the non-union negroes were burned. Several arrests were made and the accused are in jail at Marion awaiting trial on the charge of murder.

Superintendent Donnelly of the Brush mines, where the negroes reside, reports that the negroes are worked into a frenzy and that, while he is doing all in his power to hold them in check, he is afraid that he cannot do so much longer.

Company C, Fourth Regiment, Illinois National Guard, arrived here to-night, and will endeavor to preserve order. Forty miners from the Herrick Mines are reported to have left that place for this city armed with Krag Jorgensen rifles, and determined to assist the white miners here.

CHICAGO, Sept. 17.—A dispatch from Murphysborough, Ill., says:

"One of the dead negroes at Cartersville is a preacher; the others are laborers. One of the negroes when first shot started to run. He was shot again and fell. One of the white men then ran up and shot him through the head with a rifle. The shooting took place immediately in front of Mayor Zimmerman's house, and in full view of several ladies seated on the porch.

"Before the noise of the first shots had died away the streets began to fill with excited armed men. After the crowd of negroes had been killed and scattered, it was the evident intention of the infuriated miners to go to Greenville where the big non-union negro camp is located, and finish the work. All afternoon an angry crowd of men paraded the streets. Later the projected trip to Greenville was apparently called off."

GOVERNOR SAYS RIOTS MUST STOP.

Asserts He Will Send the Entire National Guard If Necessary.

SPRINGFIELD, Ill., Sept. 17.—Gov. Tanner has ordered two companies of the Fourth Regiment, under command of Col. Bennett, to Carterville. He received a telegram this afternoon from Samuel Brush, manager of the St. Louis and Big Muddy Coal Company, at Carterville, that five of a crowd of his negro miners, who had gathered at the station, preparatory to leaving, had been killed, a mob having fired upon them. Later advices reported seven killed and a number wounded. The Governor gave out the following statement to-night:

"I received a message from Capt. Brush stating that the mob had attacked and killed the negro miners while waiting at the Illinois Central Station for a train; that the Sheriff would be unable to control the situation and was powerless to arrest the parties, and asking me to order troops to Carterville.

"In response to this message, knowing something of the condition of that place, and without waiting to hear from the Sheriff or others in authority, I immediately ordered Lieut. Lowden of Company C of Carbondale to proceed at once to Carterville, procuring a special train if necessary, and when reaching Carterville to suppress the riot, protect life and property, but report to the Sheriff of Williamson County for orders, in the event that the Sheriff was on the ground.

"I also ordered Capt. Hersh of Newton to proceed with his company by the quickest route to Carterville. At the same time I ordered Col. Bennett of the Fourth Regiment, who lives at Greenville, to proceed to Carterville at once and take charge of the troops. I also directed the commanding officer of Company F of Mount Vernon to prepare and be in readiness to leave on short notice.

"Later I received a message from Capt. Brush, stating that later reports showed that seven of his men were killed and two injured, and that a large armed mob of men was between Carterville and his mine, and that one company was not sufficient.

"It would seem that these negro miners were waiting at the station for the train, probably expecting to leave the place temporarily or finally. It seems to be, from the brief facts reported and the further fact that no one was killed except the negroes, that it was a prearranged, preconcerted, premeditated murder. If I am right in this conclusion, the people of Carterville, and especially of Williamson County, should use every means possible, and that vigorously, to bring these parties guilty of this wholesale murder to speedy justice, and in their efforts to do so I promise the co-operation of the State, the whole National Guard, if necessary, to bring about the arrest and conviction of these parties and the restoration of peace and good order in the county, and so I advised the Sheriff of Williamson County this afternoon by wire

"This is a blot on the fair name of the Commonwealth of Illinois, and will be a disgrace to the community of Williamson County unless quick and vigorous action is taken by the county authorities. The good and law-abiding citizens of Williamson County should rise to the situation and support the law officers in restoring peace and order and in the arrest and conviction of the guilty parties.

"I hope that the Newton company will reach Carterville before morning and before any conflict occurs, but I do not believe and shall not believe until it happens that the strikers will attack the National Guard or attempt to oppose it in doing its 'duty.'"

Late to-night Gov. Tanner received the following telegram from Sheriff Gray:

Carterville, Sept. 17.

Gov. Tanner, Springfield:

Company C has reported to me. The situation is critical. There are many armed men in Carterville and in the vicinity of the Brush mine. The military company is not sufficient to disperse the mob.

JOB GRAY, Sheriff.

Gov. Tanner sent the following telegram to Lieut. Lowden, commanding Company F, Mount Vernon, at Carterville: "Do not hazard the life of your men against great odds. You are a soldier and the commanding officer. As such do your duty. You are on guard and must be the judge as to the conditions, and the responsibility rests on you. I have ordered the Mount Vernon company, Company F, to report there to Col. Bennett."

Gov. Tanner also telegraphed Sheriff Gray as follows: "I have ordered Companies B and C of Newton. You shall have all the force necessary to enforce the law and bring the guilty parties to justice."

He also telegraphed Lieut. Lowden of Company F, Mount Vernon, to leave by the quickest route, and report with his company to Sheriff Gray at Carterville.

VENEZUELA REBELS ACTIVE.

Take Possession of Maracay and Are Still Advancing—Foreign Representatives Ask for Warships.

CARACAS, Sept. 17.—The insurgent commander, Gen. Cipriano Castro, has taken possession of Maracay, and is still advancing.

The United States, British, and French representatives have asked their respective Governments to send warships to protect their interests.

President Andrade arrived here to-day.

THOMAS B. REED'S FAREWELL.

In an Open Letter He Thanks His Old Constituents of the First Maine District for Their Support.

PORTLAND, Me., Sept. 17.—The Press will print to-morrow morning the following from Thomas B. Reed:

To the Republicans of the First Maine District:

While I am naturally reluctant to obtrude myself again upon public attention even here at home, I am sure no one would expect me to leave the First Maine District after so long a service without some words expressing to you my appreciation of your friendship and my gratitude for your generous treatment. Words alone are quite inadequate, and I must appeal to your memories. During three and twenty years of political life, not always peaceful, you have never questioned a single public act of mine. Other men have had to look after their districts. My district has looked after me. This, in the place where I was born, where you know my shortcomings as well as I do myself, gives me a right to be proud of my relations with you. No honors are ever quite like those which come from home.

It would not be just for me to withhold my thanks from those Democrats who have so often given me their votes. This friendship I can acknowledge with all propriety even in a letter to Republicans, for both they and you know that I have never trimmed a sail to catch the passing breeze or ever flown a doubtful flag.

Office as a "ribbon to stick in your coat" is worth nobody's consideration. Office as opportunity is worth all consideration.

That opportunity you have given me untrammeled in the fullest and amplest measure, and I return you sincerest thanks. If I have deserved any praise it belongs of right to you.

Whatever may happen, I am sure that the First Maine District will always be true to the principles of liberty, self-government, and the rights of man.

THOMAS B. REED.

Portland, Me., Sept. 16, 1899.

PROMISED $23,000 FOR WIFE.

A Boston Crank Got the Wife at the Price, but When He Tried to Pay Her in "Stage" Money Was Arrested.

CAMBRIDGE, Mass., Sept. 17.—Edwin A. Walkup, who claimed to have inherited a large estate from his uncle in the Philippines, was arrested to-night and locked up as being a suspicious character. Walkup, who is forty-eight, but who looks to be over sixty, acknowledged to the officers that he promised to pay $23,000 to the girl he married last April, provided she would marry him. A policeman to-night was called from the street by a brother of the girl, who said there was a man in the house who owed his sister money; that although he had a bagful with him he refused to part with any of it, and he further believed the man should not be allowed to go at large. The man was taken to the station and with him the bag, which was found to contain a package of what purported to be hundred-dollar bills, aggregating $23,000. The paper was stamped with the denomination on both sides, and was more in the nature of advertising bills than counterfeit money, still it looked enough at first glance like genuine money to cause a pretty stir.

Walkup claimed that he had a right to be in the house, as the young woman was his wife. The latter admitted her marriage to Walkup, and said he had promised her $20,000 within fifteen days of their marriage, but he had never paid it. The couple have not lived together of late, and Walkup has made his headquarters at the Salvation Army barracks in Boston. Asked where he obtained the money, Walkup said he got it of George Parker of Quincy, who had settled his uncle's estate, and if the money was counterfeit he did not know it. He then produced one of the registration blanks upon which Massachusetts wills are made. The reference to Massachusetts was crossed off, and in place thereof were the words "Iloilo, Philippines," and the document purported to be the will of Joel Wells of that place.

The police were nonplused, and conceding it to be the most curious case they had ever been called upon to handle, they decided to hold Walkup as a suspicious character.

FAST TIME TO BUFFALO.

BUFFALO, Sept 17.—With a newspaper train carrying the New York Sunday papers, consisting of three baggage cars and a locomotive, the Lackawanna Railroad today beat all records between New York and Buffalo for a trip, covering the 410 miles in the actual running time of seven hours and twenty-three minutes.

Parts of this distance on the level stretches west of Binghamton were covered at a speed of over eighty miles an hour, and on that part of the line east of Stroudsburg, where the train climbs the mountains, seventy-seven miles an hour was maintained on various occasions.

On the train were the heads of the Circulating Departments of the various papers with a large corps of assistants, General Passenger Agent Lee, Trainmaster Joseph Sickles, and W. B. Hunter, advertising agent of the Lackawanna Railroad. The train pulled into the Buffalo station at 11:25 A. M.

TO OPERATE ON YOUNG DURYEA.

Elaborate preparations were making yesterday at Roosevelt Hospital for an operation to be performed to-day upon Walter A. Duryea, son of Edward E. Duryea, who was injured on Aug. 7 while diving in shallow water at Oyster Bay. Duryea dived into three feet of water and struck head on against the sandy bottom, breaking his back and causing complete paralysis. He was conscious, but unable to move any of his limbs.

He showed continued improvement from day to day, and it was decided yesterday after a consultation that Duryea had recovered sufficiently to bear the operation, and plans were at once put under way. The operation will take place at 3 o'clock in the Sims operating theatre connected with the hospital. Dr. Robert Abbe and Dr. Charles McBurney will conduct it.

The operation will take about twenty minutes. An incision will be made down to the spinal column in the neighborhood of the fifth and sixth vertebrae, where the fracture occurred, and the parts pressing on the spinal chord will be removed.

Dr. Creery, who has had charge of the case since Duryea came into the hospital, said last night about the operation: "As it is a case which lacks precedent, I cannot make any prediction as to the success of the operation. I can only say that there is a chance of saving the young man's life, and it is to be attempted.

"An X-ray photograph, 6 by 9 inches, taken a few days ago, and the best which has been secured so far, shows the spinal column broken and the parts pressing against the spinal column. We will not be working in the dark."

To do the Hudson right, take Day Line steamers. Fastest and Finest. Music.—Adv.

CROKER SAYS MOSS GOT ILLEGAL FEES

Accuses Mazet Counsel of Corruption in Office.

GIVES RECORDS OF CASES

Declares Mr. Moss Reinstated Patrolman Convicted of Crime.

Tammany Chief Attacks Clarke, and Announces that Neither He Nor the Organization Upholds the Ramapo Job.

Richard Croker has began an aggressive attack on Frank Moss, counsel to the Mazet committee. At the Democratic Club last night, the Tammany chief announced that he had determined to "show up" Mr. Moss's record. The first step in that direction was taken when Mr. Croker, while before the committee last week, produced the record of a case in which Mr. Moss had, as notary, certified to the signature of a man he had never seen before.

In an interview which he gave out last night Mr. Croker followed this up with the records of cases of alleged improper conduct by Mr. Moss while a Police Commissioner, charging him with exacting fees in police cases while President of the board, and with reinstating a patrolman who had been convicted of extortion and blackmail. Incidentally he attacked also John Proctor Clarke, associate counsel, and Robert Mazet, Chairman, of the committee.

Mr. Croker further declared that he did not stand for the Ramapo job, and that the organization did not stand for it.

The attack on the Investigating Committee's inquisitor had evidently been carefully planned, but the immediate provocation was Mr. Moss's published statement that the Tammany leader had come to the committee room last week surrounded by toughs and thugs, and that he (Mr. Moss) was in danger

vote, and the present board has now no power to remove him on this old charge.

TELLS MOSS TO GO ON THE STAND.

"Moss might better investigate this Lynch case. Let him go on the stand and under oath tell his 'reasons' for reinstating Lynch, and how far those reasons enabled him to purchase and pay for the real estate which he acquired just after he left the board. As I said before, Moss is a Chinese lawyer, and a bad one at that.

"Since this Mazet inquiry began, Moss, who had apparently forgotten his part in Lynch's reinstatement, sent a subpoena to the Police Board, demanding a transcript of the record of Patrolman Lynch's trial for extortion, his dismissal, and subsequent reinstatement. This transcript was made out and sent to Moss to be used before the committee. But when Moss discovered that Lynch had been reinstated by himself [Moss] that ended it. The record was never used. The Lynch case was never heard of, and the Mazet inquiry was never addressed to the question of why Lynch, the extortioner, was reinstated."

Mr. Croker's attention was called to Mr. Moss's statement that he gave the Tammany leader, Mayor Van Wyck, Hugh McLaughlin, and other men of influence in the city administration a chance to denounce the Ramapo job, but that they had refused it.

"Nobody knows more about that Ramapo deal," said Mr. Croker, "than Frank Moss and his associate, John Proctor Clarke, who is helping Mr. Mos to make a report of the Mazet committee's doings to Platt's law firm—Tracy, Boardman & Platt. I will not make my report to that firm, a firm which has extorted millions of dollars from the city and from the State for various purposes. I will make it to the people instead. Everybody knows that this firm of Tracy, Boardman & Platt has had a monopoly of all legislative business at Albany for many years, and that few, if any, persons could secure the passage of a bill unless this firm were paid a retaining fee. This man Moss is owned body and soul by Platt and his law firm. Everybody knows that."

PLATT AND THE RAMAPO BILL.

"Tracy, Boardman & Platt put the Ramapo bill through the Legislature. It never could have passed the Assembly and Senate of 1895 had not Platt ordered it passed. Very soon after the bill became a law Gen. Benjamin F. Tracy, Platt's candidate for Mayor in 1897, became President of the Ramapo Company.

"I have repeatedly said, since returning from my vacation, that I knew nothing about the Ramapo business until I came back to the city. I do not stand for it, and the Tammany Hall organization does not stand for it.

"Now, as to this man John Proctor Clarke. Before the Mazet committee the other day, he had the assurance to state that he knew nothing about the Ramapo deal until August last, when he read about it while in the Adirondacks. What nonsense! Mr. Clarke was Assistant Corporation Counsel for the City of New York, stationed at Albany, during the legislative session of 1895. The Ramapo Water bill passed during that session.

"It was Clarke's duty to watch every bit of legislation that affected the City of New York. If he knew nothing about the passage of that bill he certainly was grossly incompetent, and ought to have been removed from office, or else he deliberately stuffed his ears with cotton so as not to hear what was going on. If, on the other hand, he did know about the Ramapo bill, and told the Mazet committee that he did not—well, a very severe punishment is fixed by statute for witnesses who give testimony of that character."

THE ATTACK ON MR. CLARKE.

"You stated upon the witness stand that Mr. Clarke had 'grabbed off' an extraordinary number of reference cases in this county, though he is a Republican and the administration has been Democratic?"

"Yes, and here is an official record of some of them," said Mr. Croker, producing a typewritten document, which was, in part, as follows:

Justice Francis M. Scott commenced sitting at Special Term, in Parts I. and II., on April 18, 1898, since which time he has sat in those terms thirteen weeks including the week ended Sept. 16, 1899. During that time he appointed John Proctor Clarke referee in twenty-eight matters, as follows: Gardiner vs. Grant, People vs. Madison Square Bank, Lentilhon vs. Merritt, Leake vs. Union Trust Company, matter of Moynagh, Mitchell vs. Pritchard, Deane vs. Harlan, matter of Rochereau, (two cases,) Rothschild vs. Collin, United States Trust Company vs. Chandler (three cases,) Metropolitan Life Insurance Company vs. Creagh, Barnes vs. Cooper, Braun vs. Herget, Lyman vs. Congress Club, Leake vs. Union Trust Company, Weimann vs. Weimann, Sanderson vs. Bolsen, Terry vs. Robinson, Schmidt vs. Coenig, Thomson vs. Knox, in re F. Krober Clock Company, Rosenthal vs. Cornell, Shaw vs. Flood, Manhattan Trust Company vs. American Publishers' Corporation.

The document further showed, as Mr. Croker pointed out, that Robert Mazet had been appointed referee in one case, William N. Cohen, ex-Republican Justice of the Supreme Court, in another; Henry W. Taft, Republican, in another, and Thomas Allison, Republican, an ex-Justice of the Court of General Sessions, in two.

"That shows," Mr. Croker contended, "how foolish is the charge that Democratic administrations have been awarding reference cases solely to supporters of the administration. It also shows that Mr. Clarke has been quite as greedy as Mr. Moss."

CALLS MAZET HIS DUMMY.

"If Mr. Moss is really sincere," resumed Mr. Croker, "and if he wants to aid legislation by making an honest inquiry into the affairs of the City of New York, let him put his dummy, Mazet, on the stand, and under oath, compel him to reveal who was behind the Astoria Gas steal at the last session, and whether Tracy, Boardman & Platt were not to get a fee in the matter of $500,000. Let Moss also ask Mazet who was behind the bill to refund city assessments last year, a bill which was passed in the Assembly but was killed in the Senate, and which, had it become a law, would have cost the people millions of dollars. Also let Mr. Moss ask Mazet whether the so-called State Constabulary bill, which Democrats defeated, was not introduced to benefit the Platt bond company and compel a long list of State officers to go to the Platt company for their bonds.

"Testimony of that kind will be far more interesting than Moss's issuance of daily bulletins as to what he proposes to do, and then does not do."

In answer to a question as to why the city had never secured the rapid transit it demanded, Mr. Croker said:

"The stumbling block to rapid transit is the firm of Tracy, Boardman & Platt. The present administration is doing all it can to give the city rapid transit, but Platt and his law firm of Tracy, Boardman & Platt, which has already been paid fees amounting to $132,000 for doing nothing by the Rapid Transit Board, control the present Rapid Transit Commission, and are holding things up for their own selfish purposes. Until Platt's hold on the Rapid Transit Commission is loosened I am not hopeful of the solution of that problem. Tammany Hall believes in and is fighting for municipal ownership of all franchises, railroads, water, and gas and will continue to fight for them so long as the organization exists.

SAYS PLATT IS THE PARTY.

"As a mater of fact, Platt and the firm of Tracy, Boardman & Platt practically constitute the Republican Party of the State of New York

"The Mazet committee, which is nothing but a sub-firm of Tracy, Boardman & Platt, is trying to demoralize the Fire Department, which everybody admits is the finest body of men in the world, by summoning them to testify before the Platt committee. Everybody knows that Fire Commissioner Scannell has broken up the political gang that was created in the department by Platt's man Quigg during the Strong administration. Quigg is out for revenge, and is using Moss and Mazet to get it."

After giving out this interview Mr. Croekr announced that there would be more of the same kind of matter. He is having Mr. Moss's record searched, and he expects to give the result of his investigations to the public from time to time.

RAINES LAW AND REVENGE.

Mr. Harburger Says Platt Passed Bill to Punish Mayor Strong.

In an address to the Albemarle Association, at 104 Second Avenue, yesterday afternoon, Assemblyman Julius Harburger, who was an Excise Commissioner under Mayor Strong, denounced as false the statement made before the Mazet committee by Frank H. Platt that he (Mr. Platt) helped pass the Raines law in order to take from Tammany the power to blackmail saloon keepers.

"At the time the Raines bill was passed," said Mr. Harburger, "the Excise Board was composed of appointees of Mayor Strong, and if the Raines law had not been enacted the Commissioners had nearly two more years to serve. The bill was not passed to punish Tammany Hall, as Mr. Platt states, but it was passed in a spirit of revenge against the Strong administration.

"The board refused to appoint to office Republicans dictated by Senator Platt. He wanted some ten appointments which were not granted. I venture to say most positively that if these ten positions had been given at the time and Commissioner Murray had acted with the Platt Republicans in giving them some patronage, we would not have a Raines law to-day; but when the Raines law was forced through special provisions were made so that the sons of Platt and Raines should get all the bonding business from the liquor dealers throughout the State."

FIGHTS AT THE PRIMARIES.

Two Republican Contests—Interest for Tammany Centres in Sheehan-Goodwin and Hopper-Welde Struggles.

Although tickets in opposition to those put out by the regular party organizations will be voted in a number of districts at the annual primary to-morrow, there are but four districts in which there is prospect of change in the leadership as the result of the day's balloting. Two of these are Democratic contests and two Republican.

In the Twentieth District the triangular fight between Capt. F. Nolan Goddard, Richard M. Lush, and James L. Stewart for the Republican leadership is close. Stewart's defeat, however, is considered certain. In the Twenty-seventh District John Sabine Smith is contesting the leadership with James W. Perry, with some chance of succeeding. Aside from these two contests, the Republican organization does not expect appreciable opposition to its ticket anywhere.

The two serious Democratic contests are those in the Ninth and Thirty-first Districts. Opposition tickets will be run in the Twenty-ninth, the Thirteenth, the Seventh, the Third, and possibly one or two other districts, but the recognized Tammany delegates are considered certain of election in all of them. It is in the Ninth and the Thirty-first that the interest of to-morrow will centre for Tammany.

Richard Croker has a special interest in the Goodwin-Sheehan fight in the Ninth. He has thrown all the influence of the organization in favor of Councilman Frank J. Goodwin's candidacy for the leadership. If Sheehan wins in spite of this, it will be recognized as a defeat for Mr. Croker and a defeat for Tammany. In any event, the result of the contest will be keenly watched as affording the first real test of the virtue of the new primary law as a means of opposing the will of a party dictator.

Both sides claim the victory in the Ninth District. City Court Clerk Thomas F. Smith, speaking for the Goodwin faction last night, said that they were absolutely confident of winning at to-morrow's primary. A meeting of the election district Captains was held at the Goodwin headquarters yesterday afternoon, at which reports indicating a winning vote were submitted. Mr. Smith was at the Democratic Club last night in consultation with Mr. Croker.

At the Pequod Club last night, Senator Munzinger, representing John C. Sheehan, predicted that the Sheehan ticket would command a big majority. Senator Munzinger denied the stories of wholesale resignations from the Pequod Club and the General Committee. In the past three months, he declared, there have been but twenty-two resignations, while 300 new members have been added. The names of fifty-one who were said to have joined on Saturday were given.

"Goodwin and Smith have been telling the people that Richard Croker is behind them, and that he would furnish all the money they could use in the district," said Senator Munzinger.

Both the Goodwin and Sheehan factions will hold open-air meetings in Eighth and Tenth Avenues to-night by way of winding up the campaign.

Meetings of the election district Captains of the opposing Hopper and Welde forces in the Thirty-first District will be held this evening at their respective headquarters, the Hopper men meeting at the Carondelet and the Welde workers at the Sagamore Club. There will then be a final political stocktaking. The leaders of both factions professed confidence yesterday though they declined to give figures.

The fight on Leader Charles Welde in this district is by many regarded as a fight on Peter F. Meyer, Richard Croker's law partner, who is Mr Welde's backer. To that extent only is it a fight against Mr. Croker. Isaac A. Hopper, who is leading the opposition, has had the support of the Harlem, Carondelet, Osceola, and Otis Democratic Clubs and of the Sklower, Devan, and Krebs Associations. Thomas B. Smith has been in charge of his campaign, which has been conducted with great aggressiveness. It is admitted at the Democratic Club that Mr. Hopper stands an excellent chance for capturing the leadership.

APPEAL TO THE GOVERNOR.

Republican Machine Opponents Want Him to Stop Public Employes from Taking Part in Primaries.

ALBANY, Sept. 17.—Leaders of the opposition to the Republican organization in this city to-day sent several telegrams to Gov. Roosevelt asking him to enforce the White civil service law, and compel employes of the Public Buildings Department to desist from taking an active part in the primaries.

The claim is made that Superintendent Bender is allowing the men to take part in the fight. Mr. Bender said to-night that every man employed was doing his full complement of work and that politics were not interfering.

LABOR PARTY IN 1900.

Independent Organization May Take Part in Presidential Campaign.

William J. O'Brien of the Granite Cutters' Union was one of the delegates to the recent convention of the Workingmen's State Federation. He was asked yesterday whether the federation had made any provision to go into State independent labor political action. He replied:

"The convention indorsed the action taken in New York in organizing the Independent Labor Party. It will meet again next September and may decide to take part in the Presidential campaign. The labor party in New York is already organized, and it would take only a couple of weeks to organize the county districts."

Labor Nominations in Kings.

The Independent Labor Party in Kings County has made the following nominations: For Sheriff—Henry A. Goulden; for Register—Bartley G. Wright; for County Clerk—George McVey; for District Attorney—Ezra A. Tuttle; for Justices of the Municipal Courts—William F. Cornell, Charles Frederick Adams, James F. Quigley, and Louis A. Alkrug. The Brooklyn Central Labor Union yesterday received a committee from the Independent Labor Party, which asked for an indorsement of the platform of the party. The request was granted.

THE SALT TRUST ENLARGING.

Purchase of Kansas Salt Company's Plant at Hutchinson, Kan.

Special to The New York Times.

TOPEKA, Kan., Sept. 17.—The Salt Trust, backed by the Goulds, has purchased the Kansas Salt Company's business at Hutchinson. Thomas S. Krutz is President and George J. Gould is Vice President of the new company.

The Kansas Salt Company employed 400 men. It refused to sell to the trust six months ago, but the trust bought another plant and mined and produced salt and put it on board cars below the cost of production. This forced the Kansas company to yield.

BARK FORTUNATA WRECKED.

Stranded on Coast of Uruguay and Nine of Her Crew Drowned.

MONTEVIDEO, Sept. 17.—The Italian bark Fortunata is ashore near Maldonado, Uruguay.

Nine of her crew were drowned, and she is a total wreck, her cargo washing ashore along the coast. She sailed from New York in June for Buenos Ayres.

German Steamer Wittekind Ashore.

MONTEVIDEO, Sept. 17.—The German steamer Wittekind, from Bremen Aug. 21, is ashore near here, in a critical position. Her passengers and mails have been landed.

Steamer Oak Branch Stranded.

SUEZ, Sept. 17.—The British steamer Omrah, Capt. Ruthven, from Sydney, N. S. W., for London, arrived here to-day. She passed the British steamer Oak Branch ashore at Falserasgharib, and reports that the stranded vessel wants assistance to enable her to lighten. The Oak Branch sailed from Baltimore Aug. 31 for Vladivostock.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

Watches.
Our special named 14 kt. gold American watches are exceptional values. The Ladies' size cost $18.50. For Gentlemen, $35.00. Many others from $25.00 to $100.00.
We have just imported some unique designs in Geneva Enameled Chatelaine watches.
A. Frankfield & Co.
Jewelers and Importers.
52 WEST 14TH ST.

J. C. OSGOOD REACHES DENVER.

Not Known If Mrs. McKibbon and Mrs. Shelgrim Are with Him—What Friends Say.

Special to The New York Times.

DENVER, Col., Sept. 17.—J. Cleveland Osgood, President of the Colorado Fuel and Iron Company, some of his friends say, reached Denver to-day, but whether he was accompanied by Mrs. McKibbon and Mrs. Shelgrim could not be learned. Neither could Mr. Osgood be located. At the Denver Club and the Brown Palace Hotel, where he usually stays when in the city, it was said he had not been there of late.

It is understood Mr. Osgood was met by friends, who advised him to say nothing for publication in regard to the suicide of Arthur E. Cobb at the home of Mrs. McKibbon, in Rye, N. Y., or his own connection with the two women whom Cobb mentioned in letters which he left.

Mr. Osgood bears the reputation here of being a steady business man, little given to the society of women or the gayeties of life. Of late he has not spent much of his time here, as Eastern business of the Colorado Fuel Company required his presence a great deal in New York City. While away from home, however, according to men who were much in his company, Mr. Osgood did not doff his sober habits.

"I have been with Mr. Osgood in New York frequently," said Henry B. Wolcott, "and we usually staid at the same hotel. Knowing what I do of him, I cannot understand this story of his reported connection with the suicide. This thing is entirely unlike Mr. Osgood, who is a close, careful business man, with no inclination to run around. I think a mistake has been made."

Charles E. Osgood, a brother of J. C. Osgood and acting cashier of the Colorado Fuel and Iron Company, also discredits the report from New York.

TO BURY ARTHUR COBB'S BODY.

Mrs. McKibbon Informed by Telegraph of His Suicide.

NEW YORK, Sept. 17.—The body of Arthur E. Cobb, who shot himself here on Friday morning, will be buried to-morrow morning by Undertaker Solomon Ireland. The employes of Durland's will pay for the coffin and grave. This is dependent upon the body not being claimed by any of the relatives or friends of the dead man. The Coroner is through with the case, he says, as he does not think there is any reason for minute investigation.

One of the employes at Mrs. McKibbon's place, where Cobb had been staying all Summer, received a telegram from Mrs. McKibbon to-day, announcing that she would arrive in Denver to-day. Apparently she had not heard of Cobb's suicide and made no mention of him. A telegram was sent to her at Denver, telling her of Cobb's death. The housekeeper at the McKibbon house has been informed by Mrs. McKibbon's mother that the revolver with which Cobb killed himself belonged to her, and that it was procured and kept for her. Nothing has been heard from Cobb's wife. She is said to live in or near Boston. An effort is being made to locate her.

MAY SUCCEED MR. CALHOUN.

WASHINGTON, Sept. 17.—Gen. Clark Carr of Galesburg, Ill., formerly Minister to Denmark, is in Washington. It was rumored to-night that he would be the successor of Inter-State Commerce Commissioner Calhoun, who intends to practice law in Chicago.

Gen. Carr said, in response to an inquiry, that he was not a candidate for the post, and that he had heard nothing to lead him to believe that his name was under consideration.

FATAL COLLAPSE OF ADOBE HUT.

Falling Structure Killed a Family of Eight Near Mora, N. M.

LAS VEGAS, N. M., Sept. 17.—An adobe house, five miles from Mora, N. M., collapsed last night, killing Manuel Cordova and his wife and six children. It had been raining in that vicinity for several days, and the dirt roof of the house having become saturated, fell on the inmates, crushing them.

Only one member of the family, a boy of ten years, escaped, he being outside the house when the accident occurred.

ARCTIC TRAVEL RECORD BROKEN

Special to The New York Times.

TACOMA, Washington, Sept. 17.—A. J. Stone, corresponding member of the Zoological and Ethnological Museum of Natural History and New York Zoological Society, in studying the geographical distribution of animals, has just finished one of the most remarkable trips in the history of the North American continent.

For two years he has traveled about the Arctic circle in quest of mammals and information regarding various tribes of natives that inhabit that section, often without companions save a solitary native and team of dogs. During five months of last Winter he covered 3,000 miles of Arctic coast and mountain travel entirely above the Arctic circle.

This performance breaks all records of previous arctic land travels. The best previous effort was that of McClintock, who traveled 700 miles in 145 days. In both his quest for information and search for rare mammals, Stone was very successful.

Leaving here in July, 1897, Stone went up Stickeen River into the Laird River country. While there his native guides deserted him and he was left alone in the midst of devilish Hell Gate Indians, who endeavored to steal his outfit. They finally attacked him, and he nearly killed one of them. An exhibition at rifle practice subdued them and they finally left. Stone stopped on his way down the Mackenzie River to traverse a large area of the Rockies in the vicinity of the arctic circle.

From Fort McPherson, the Hudson Bay Company's most northern trading post, he again crossed the Rockies, and went down the delta of the Mackenzie River, and traveled west along the arctic coast to Hershall Island. Later he explored the Mackenzie delta thoroughly, thence reaching the Yukon by way of the Porcupine River.

MAURUS JOKAI MARRIED.

VIENNA, Sept. 17.—The Hungarian novelist, Maurus Jokai, now in his seventy-fifth year, was married yesterday at Budapest to the Hungarian actress Arabella Grossnagy, a girl of eighteen.

The first wife of Jokai, the most productive and genial of Hungarian novelists, was Rosa Laborfalvi, the greatest of Hungarian tragedienes, whom he married in 1848, the year when he proclaimed the famous "Twelve Points of Pesth." In 1849 he followed the Hungarian Government to Debreczin, where he edited the Abendblätter, and he was present at the capitulation of Villago, Aug. 28. To escape being made prisoner, he resolved on suicide, but was hindered by the fortunate arrival of his wife from Pesth. She had converted all her jewels into gold, and the pair found their way on foot through the Russian Army, reaching a safe hiding place in the Wood of Bukk, and at last got to Pesth in safety.

The Pope Ignores the Dreyfus Case.

ROME, Sept. 17.—The long-expected Papal encyclical addressed to France, which has just issued from the Vatican, ignores the Dreyfus case. It is merely an elaborate theological lecture, urging upon the Bishops that their zeal should be accompanied by discretion, rectitude, and purity, and forbidding priests to read pamphlets and papers emanating from "overzealous surpliced politicians."

Lock-Out in Dundee Mills.

DUNDEE, Scotland, Sept. 17.—A lock-out will begin to-morrow at fifty Dundee mills, throwing 35,000 men out of employment.

Accident to Drivers in Central Park.

In the East Drive of Central Park last night, two light wagons, one driven by E. J. Singleton of Broadway and Fifty-third Street, and the other by David Newburger, a lawyer of 6 Edgecombe Avenue, were in a smash-up. Mr. Newburger was thrown out and sustained a slight cut on the head.

THE KEARSARGE COMES IN

New Warship Makes the Trip from Newport News Without a Hitch.

GETTING IN SHAPE FOR TRIAL

She Will Go Into Dry Dock To-day and Leave for Boston Wednesday—Little More to be Done on Her.

The new first-class battleship Kearsarge, the most formidable war vessel yet built for the United States Navy, arrived here yesterday afternoon and anchored off Tompkinsville, near the flagship New York. She left Newport News at 2 P. M. on Saturday, and a great crowd witnessed her departure. She was not pushed on her way here, averaging 13½ knots. She is manned by a crew of 250 men from the Newport News Shipbuilding and Dry Dock Company, under command of General Superintendent Walter A. Post. The United States Government had as representatives aboard Capt. William F. Folger, who will command the Kearsarge when she goes into commission; Capt. Colby M. Chester, who is to have command of the Kearsarge's sister ship, the Kentucky; Lieut. Commander F. A. Merriam, Navigator J. H. Sears, Lieut. Pryor, and Lieut. Price of the Engineer Department. As the Kearsarge is not in commission she fired no salute as she anchored alongside the North Atlantic Squadron, and no salute was fired in her honor.

The new battleship will proceed to the navy yard early this morning, and go into dry dock. She has been a year out of dock, and it is believed that a good deal of undergrowth will be found on her. Naval Constructor Bowles will have charge of her while she is in dry dock. She will remain in the navy yard until Wednesday, when she will go to Boston. On Sept. 25, with the Board of Inspection on her, she will make her trial trip over the Cape Ann course.

She must make 16 knots an hour for four hours or pay a penalty. She will receive a premium for every quarter of a knot above 16 knots, and will lose proportionately for every quarter of a knot below 16 knots. There is not a man aboard of her who does not believe she will easily make the 16 knots. After the trial trip she will return to Newport News to be finished. Then, if the Board of Inspection's report is favorable officers and crew will be assigned to her and she will join the squadron now here.

It was said yesterday that the Kearsarge might not take part in the Dewey naval parade, and many expressions of regret were heard in consequence. The matter is in the hands of the Secretary of the Navy. The general opinion was, however, that the Government, as soon as its attention was called to the matter would include the new battleship in the vessels that will honor the homecoming of the hero of Manila. Admiral Dewey himself, it was said, would undoubtedly be greatly pleased to see the Kearsarge in line on that occasion.

The new battleship presented a fine appearance yesterday and won hearty words of praise from all who were allowed to inspect her. She is almost finished now. All she needs is a little touching up. All her armament is on board except fourteen five-inch rapid-fire guns of the secondary battery, seven for each side. The mounts for these are in place. Besides these guns she has four thirteen-inch guns, two in the after and two in the forward superimposed turrets, four eight-inch guns mounted in pairs, two in the after and two in the forward turrets, and twenty six-inch guns. She has also a lot of machine guns.

She came from Newport News under natural draught. The engines were under charge of Ernest Bachman, Chief Engineer of the shipbuilding company. Her double turrets were tested and found to work smoothly, turning 180 degrees in thirty-three seconds. Each turret is worked by electricity, and can be managed by one man. The four guns in each turret can be turned and fired simultaneously. Each one can be lowered or raised independently of the others. Each turret weighs 700 tons.

The vessel at present has a displacement of about 12,000, and on the trial trip will have a displacement of 11,525 on a draught of twenty-three feet six inches. When loaded with stores, coal, &c., her displacement will be 12,500. Her two bower anchors weigh 13,880 pounds each. She is expected to develop 11,000 horse power in her two main engines. She has four submerged torpedo tubes, two on each side. In the other battleships the torpedo tubes are exposed to the fire of an enemy.

"There is nothing like her in the navy," said an officer yesterday. "She is far and away ahead of them all in military merits. The four guns in each turret concentrated upon one point and fired together can sink any vessel afloat. All of the men on her think she will exceed all expectations. The naval principle on which she is constructed seems excellent, but of course nothing can be said positively until the turret guns are fired."

"There has not been a hitch in the working of the Kearsarge," said General Superintendent Post. "Besides Chief Engineer Bachman there were five Assistant Engineers on the trip here. I am highly pleased with the vessel's performance so far. She has done more than was expected. She is so near completion that if war were declared Capt. Folger could have her under commission in three weeks. Considering that they have just been built, the turning of the turrets is remarkable. Thirty-three seconds is very remarkable. These turrets weigh more than the turrets on any other of our battleships."

The Kearsarge has a fine upper deck, where drills and other exercises will be held. The vessel is steered by steam and by hydraulic and hand power. It is expected that she will be all ready for her crew in December, and will go into commission in January. Except for her five-inch guns, she looked ready yesterday to join the fleet. On the upper deck are four big cranes worked by electricity.

The Kearsarge is superior to the battleship Indiana in that she has two masts instead of one and works almost everything by electricity. She has 800 electric horse power distributed among 55 motors. Her dynamos are below the water line and are run by steam. She is 1,000 tons larger than the Indiana, and a knot faster. At present her complement of men is fixed at 520, but it will probably be increased to 550. After she reaches Boston she will make two or three preliminary runs before she makes her trial trip. In every respect she is well equipped, and a close inspection of her fills the visitor with admiration.

A great crowd went to Tompkinsville yesterday to see the North Atlantic Squadron and the new battleship. As the sea was very choppy few ventured out in small boats, but many steam launches and yachts hovered around the big war vessels. Quite a trade was done on the piers at St. George by persons with marine glasses, who charged 5 cents for a look through them at the squadron. A large number of the men on the various war vessels were granted shore leave. The New York was visited by about 200 persons. She was open for inspection from 10 A. M. until 4 P. M.

Kawanannakoa to See the Races.

WASHINGTON, Sept. 17.—Prince David Kawananakoa, a cousin of ex-Queen Liliuokalani of Hawaii, arrived in Washington to-day from Honolulu. His visit to Washington is purely personal, and has no connection with the politics of the islands. He will visit the ex-Queen, who is now a resident of Washington, and will go on to New York to the yacht races early in October.

Fatal Row Over a Suit of Clothes.

CHICAGO, Sept. 17.—As the result of a dispute over a suit of clothes to-day, Martin Walgren, a bookkeeper, was killed, and Theodore Walgren and George Clark slightly wounded by "Fred" Fisher, a tailor. Fisher used a knife, and claims he acted in self-defense.

Many Fever Cases in Key West.

KEY WEST, Fla., Sept. 17.—The physicians have made no reports to-day, but a great many cases of yellow fever are known to have occurred in the past twenty-four hours, and one death.

MERIDEN COMPANY,
Int'l Silver Co. Successor
Silversmiths
TRADE MARK
STERLING SILVER
208 Fifth Avenue—Madison Square.
FACTORIES MERIDEN, CONN. CANADA FACTORY HAMILTON, ONT.

Fall Styles NOW READY.
Young's Hats
NONE BETTER MADE.
SIX STORES:
199 Broadway.
299 Broadway.
605 Broadway.
1,197 Broadway.
1,361 Broadway.
371 Fulton St., Brooklyn,
DERBYS, $3 & $4.
SILK HATS, $5 & $6.
ALPINES, $3 & $3.50.

MINERS DESERT CAPE NOME.

Forced by the Coming Arctic Winter to Take Shelter in St. Michael—All with Pockets Full of Dust.

Special to The New York Times.

TACOMA, Washington, Sept. 17.—Cold weather and absolute lack of fuel are causing an immense exodus of gold hunters from Cape Nome. Many of these men have been taking as high as a hundred dollars per day from their beach or creek claims. They have held on until nipping frosts appeared with stinging reminders that an arctic Winter is at hand. With pockets full of dust they have therefore departed for St. Michael and Dutch Harbor to pass the Winter. Early Spring will find them again at Nome prepared to work their claims on a greater scale than ever. Some of them are coming on the last steamers from St. Michael to winter in the States.

A month ago there were nearly 7,000 persons at Nome, two-thirds of whom were living in tents. Late arrivals believe that not over a thousand can exist there this Winter owing to scarcity of fuel. Coal is unobtainable, no wood grows there, and the little driftwood obtainable has nearly all been consumed. A time will probably come at Nome this Winter when wood will be almost worth its weight in gold. Rodney Dodge of New York, just arrived, says there are several extinct volcanoes in the hills beyond Cape Nome. Miners believe that Cape Nome gold deposits were thrown up by these volcanoes, and later carried to the seashore by glacial action. Nearly $2,000,000 in gold has been washed out of Nome beach claims to date.

SCHOONER AVON FOUNDERED.

Sunken Vessel Discovered Off Prince Edward Island—Crew Missing.

MALPEQUI, P. E. I., Sept. 17.—While a number of fishermen were about four miles off the coast yesterday, they discovered the topmast of the schooner Avon of Chatham, N. B., in fourteen fathoms of water. The boom and a quantity of rope were seen floating near the scene of the accident some few days ago.

It is thought that all of the crew were drowned, the vessel having foundered while at anchor during the storm.

ENGLAND TO FORTIFY ST. JOHN'S.

War Map of the Newfoundland Town Sent to the Colonial Office.

ST. JOHN'S, N. F., Sept. 17.—The British Admiralty has prepared a war map of St. John's and the vicinity as a preliminary to fortifying the town. One copy, which is a most complete topographical presentation of the city and its environs, with every road situated within a radius of twenty miles, has been forwarded to the British Colonial Office.

It is understood that the work of preparing for forts and a garrison will begin next Spring.

MAYOR JONES ON REVOLVERS.

Predicts that Toledo Policemen Will Soon Lay Them Aside.

TOLEDO, Ohio, Sept. 17.—Mayor Jones in his annual message to the City Council tomorrow night will advocate municipal ownership, free baths, and on the subject of police says:

"I am of the opinion that the time is not far distant when it will be a progressive sign to have the Police Department lay aside revolvers. Careful students of this question of police service are divided in opinion to-day as to the wisdom of the retention of these murderous weapons much longer even by our Police Department.

"Personally I am ready to go on record that I would be perfectly willing to patrol any district of the City of Toledo at any hour of day or night without a club or revolver, depending solely on the love and patriotism of the people behind me for protection, and I would undertake to present a clean record for my beat at the end of the year than could be shown by a colleague, who placed his trust in the power of a club and gun."

Three Bicycle Records Broken.

ATLANTIC CITY, N. J., Sept. 17.—Everett Andrews of this city to-day broke the National standard 100-mile road bicycle record, the standard 50-mile State record, and also the State 100-mile record. He lowered the National standard 100-mile record by three minutes. It was formerly held by Mock of New York, who made it in 4 hours 44 minutes. The standard State record of fifty miles, which was held by Evans of New Brunswick, was smashed by 11 minutes, and the State record for 100 miles he broke by 20 minutes, making the run in 4 hours and 19 minutes.

Dewey's Chinamen.

From The Tacoma (Washington) News.

Shall the Chinese members of Dewey's crew be permitted to leave the Olympia and take part in the great fête New York is planning in honor of the hero of Manila Bay? No good citizen will ever openly advocate the violation of law, but there is many a good citizen who would secretly rejoice if the New York Collector of Customs could find a loophole that would permit the Chinese members of Dewey's crew to land and participate in the reception ceremonies. The legal grounds for such action would not be too curiously examined. At any rate, it is to be hoped some way can be devised by which the country can be saved from the ungracious rôle of refusing to accord due honor to every man who served with credit under Dewey on the memorable first day of May, 1898.

Democrats Named for Governor.

From The Albany Journal.

The Democrats of the First District of Chautauqua in convention indorsed Senator William F. Mackey of Buffalo for Governor in 1900, "hearing with great delight" of his "probable candidacy." John B. Stanchfield of Elmira is also in the field. At the Chemung County Convention S. S. Taylor, who was in charge of the Stanchfield boom last year, said in the course of a speech that Chemung intended to present Stanchfield's name to the State Convention next year.

Big Whale Washed Ashore.

From The San Francisco Bulletin.

A large whale was washed ashore on the east end of Santa Rosa Island on Friday, Sept. 8. It was still alive when found, but expired shortly afterward. Capt. Currin of the Santa Rosa stated that the whale was of a kind that he had never seen before. The monster was sixty feet in length.

AT THE HOTELS.

ALBEMARLE—Charles Johnson, Bradford, England; F. P. Dunne, Chicago; Admiral Frederick Rodgers, United States Navy.

BUCKINGHAM—Henry H. Vance, Pittsburg; Dr. E. Divers, Tokio, Japan; E. W. Tilden, Kobe, Japan.

EMPIRE—Mrs. Joslin S. Reynolds, Las Vegas, New Mexico; B. P. Moore, Alaska.

FIFTH AVENUE—Col. T. W. Jones, United States Army; Prince de Craiz-Soire and Prince de Craiz, Belgium; H. R. Calder, Australia; Col. W. R. Nelson, Kansas City; R. J. Gibson, London; John J. Wildschut, Holland; Dr. Alts, Paris; Congressman J. A. Tawney, Minnesota; Juan de Dios de Ona, Paris; S. Kunisawa, Tokio, Japan.

HOLLAND—R. M. Bird, London; F. A. Winston, Chicago; J. W. Walton, London; Sam Slade, Chicago; B. W. Young, Liverpool; Capt. A. Graves, London; Irwin Laughlin, Edinburgh.

MANHATTAN—E. P. Hatch, M. P., London; James Cooper, Montreal; E. T. Oakley, Mexico; Walter Meigs, Montreal; Julius Brainard, Chicago; Edward Gurney, Toronto; Capt. Kenneth R. Campbell, London.

NETHERLAND—P. W. R. King, Toronto; Mc and P. Gurner, City of Mexico; J. H. Weddle, Pittsburg.

PLAZA—Francisco Duas, Manuel Rodriguez, and P. Gurner, City of Mexico; J. H. Weddle, Denver; Col. L. D. Tyson, Knoxville.

WALDORF—Prince David Kawananakoa, Hawaii; Count A. Dessewffy, Hungary; Alfred P. Hedges, London; T. W. P. Cranage, Belfast; Charles H. Gordon, Chicago; D. McGregor, London; E. W. Nash, Omaha; N. J. Collins, London; H. A. Barret, London; Charles Analey, London.

NEW FRANCISCAN COLLEGE

Dedicated in Washington with Imposing Ceremonies.

FOR TRAINING MISSIONARIES

Young Priests Will Be Prepared for Service in the Holy Land—Description of the Edifice.

WASHINGTON, Sept. 17.—One of the most remarkable religious institutions in the country, the Monastery and College of the Holy Land, established by the Franciscan Friars of the Holy Land, was dedicated today with imposing ceremonies, in which Cardinal Gibbons, Mgr. Martinelli, Bishop Blenk of Puerto Rico, Mgr. Stephan, head of Indian missions in this country; Mgr. Sbaretti, auditor of the Papal Delegation in Washington, and many other prominent figures of the Catholic Church participated. During the afternoon a flag raising gave a National and patriotic phase to this extensive undertaking. The institution is situated near the Catholic University, on an eminence commanding a view of the beautiful university grounds.

A special branch of the Franciscan order for centuries has devoted its entire attention to the preservation and protection of the tomb of the Saviour, the stable of Bethlehem, and other sacred relics of the life of Christ. As many Americans are joining the pilgrimages to the holy relics it has been deemed advisable to establish in this country a college which will prepare those who will carry forward the work of preservation. To this end a commissariat of the Holy Land for the United States was located in New York in 1880, and out of this has grown the magnificent structure dedicated to-day, with its subterranean reproductions of the stable at Bethlehem, the home of the Holy Family at Nazareth, the holy sepulchre, and other monuments of Palestine.

These have been executed under the direction of the foremost ecclesiastical architect of Rome, Signor Lianori, who visited Bethlehem, Nazareth, and other sacred spots, making measurements and taking note of stone and structure, in order to make a faithful counterpart of the precious relics. The work has proceeded with the special favor of the Pope. One of the grottoes, representing the inner and outer sepulchre of Christ, has a piece of the actual stone of the sepulchre brought from Palestine by special dispensation.

At another of the subterranean shrines the remains of St. Benignas will be deposited. They are being brought here by one of the friars of the order, and will find a final resting place in a glass catalique, after the manner adopted in Europe to permit of the observation of holy relics. The reproduction of the stable at Bethlehem is perfect in every detail, with the small stone manger in which the Christ Child was born and the defacement which modern vandalism has wrought. In the reproduction of the holy sepulchre both the outer sepulchre, where the angel sat, and the inner sepulcare, from which the angel rolled back the stone, are shown. The inner tomb shows the great marble slab placed there to keep the Turks from desecrating the tomb, and the slab bears even the irregular crack of the original.

The main work of the friars is carried on in the monastery, a spacious building separated from the shrines

HURRICANE IN HER PATH

Big Liner Lucania Held at Bay in Midocean.

SCARE AMONG THE PASSENGERS

Green Hands in the Fireroom Also Delayed the Steamship, Making Her a Day Late.

The Cunard steamship Lucania, from Liverpool, which arrived off Fire Island at 9:45 o'clock Saturday evening, about twenty-four hours late, reached her dock early yesterday morning, and with a hard luck story of the gloomiest description. The vessel was nearly thirty hours behind her best record time from Queenstown, and finished the slowest passage made by her since she was put in commission. The primary cause of the Lucania's tardy trip was the marine firemen's strike at Liverpool, which compelled the company to man the furnaces of the great steamer with boys and inexperienced men picked up at random on the water fronts of the English city. These weaklings were utterly unable to keep up anything like a full head of steam, thereby practically crippling the vessel.

To add to her ill luck, the Lucania on Thursday last encountered what Capt. McKay and his officers agree was the most violent hurricane ever met with by them on the Atlantic Ocean. At about noon, on the day in question, according to Capt. McKay, a fresh breeze suddenly sprang up from the southwest veering to south-southwest. The barometer took a startling slump, and the big vessel was put in shape to meet a gale, but none of her officers expected such a storm as followed. The wind continued to strengthen until 8 o'clock, when it assumed hurricane force, ripping up a tremendous sea. The water deluged the decks, and swept sixty chairs from the promenade deck, which, owing to its great height from the water line, was never before reached by any considerable volume of water. The terrific force of the wind lifted the scud in such quantities as to produce a cloud resembling a fog bank, through which it was impossible to see a ship's length ahead. The vessel was promptly hove to, and for three hours was held at bay by the wind and sea. The immense vessel rolled and pitched to such an extent that the passengers had to hold on to their chairs for dear life. Various articles were being flung from one side to the other of staterooms and saloons. Nearly all the passengers were seasick, and some were almost panic stricken until the officers went among them reassuring the more timid ones. Down below in the fireroom nearly half the green hands were deathly sick.

The hurricane lasted until 6 o'clock, subsiding into a heavy gale, which, however, moderated by midnight. The Lucania weathered the seas handsomely, all things considered, and neither vessel nor passengers were injured. The day's run to Friday noon was 331 knots. The day's runs for the voyage were 426, 417, 443, 427, 331, 458, and 220 to Sandy Hook Lightship, with a total time consumed of 6 days 19 hours 19 minutes, an unusually poor exhibition for the vessel holding the record for transatlantic passages.

Chief Engineer Foulds said yesterday that it was only by the greatest exertions on the part of the engineers that even this speed was made. He said that practically none of the regular firemen was on board, owing to the strike, but instead he had gathered together 167 men and boys and put them to work at the fires. These men did the best they could, but few had had any experience and could not keep up the fires. Time and again during the voyage the engineers had to turn to and clean fires in the furnaces. Had they not done this the vessel would at times have practically come to a stop. As it was the Lucania had 1,000 tons of coal in her bunkers when she arrived, which could not be put on the fires by the emergency men. Chief Engineer Foulds said the Liverpool firemen were demanding an advance of 2s. 10s. a month to £6 a month, which latter was as much as some under engineers were getting, and would never be paid.

The Lucania's ill luck attended her right up to her pier, where it was found on her arrival that the baggage handlers had gone on strike. These men, who are engaged by the agents here, demanded an increase from 45 to 60 cents an hour. Port Captain Watson was forced to turn to sailors and waiters in order to handle the passengers' baggage on the pier. This caused a great deal of delay, which was felt most keenly in the Emigration Bureau. Although the vessel arrived early in the morning, the 666 steerage passengers did not get to the Barge Office until after 4 o'clock yesterday afternoon. The Lucania brought 377 saloon and 353 second-cabin passengers, a total of 1,396, the greatest ever brought by this vessel. The handling by amateurs of the immense amount of baggage caused great delay and congestion.

Among the Lucania's passengers were Princes Leopold and Reginald de Croy of Belgium, and Miss Marguerite Cornille, a pretty English music hall singer and actress, who will be seen here in "The Man in the Moon" at the New York Theatre.

On board the Lucania were also William and Robert J. Gibson, two prominent yachtsmen of Belfast, who, it is said, will be guests of Sir Thomas Lipton on board the Erin during the coming international yacht races.

CHURCH INTEREST WAS LAX.

In the September issue of the parish paper, the Rev. Father William Everett Johnson, the rector of the Episcopal Church of the Redeemer, on West One Hundred and Thirty-sixth Street, called to the attention of his congregation the fact that their pastor's salary had not been paid for the months of June, July, and August.

"Let it be understood," he said, "that I am not uttering this in the way of complaint. It is just as much my fault as it is yours. I am making the confession for us all. This failure is not due to any poverty on the part of the parish, as the books for last year plainly show."

H. M. Bolton of 1,597 Boston Road, Treasurer of the church, said last night: "There is no ill-feeling between the vestrymen and the Rev. Mr. Johnson. I believe the pastor's letter was written for the sole purpose of reviving flagging interest in church affairs. During his two months' absence at a retreat in Colorado, the congregation allowed their interest in the church to cool, and he found this condition of things when he returned. It is a fact that the church has sufficient funds, and the reason the pastor's salary was held back was to meet the interest on a mortgage. I wrote the Rev. Mr. Johnson about the matter, and he seemed to be perfectly satisfied."

UNDERTAKERS FIGHT FOR BODIES

"Philip Volezer, you are charged with disorderly conduct in insisting on taking Mrs. Aster's body and refusing to leave the house when ordered to do so by the officer. What have you to say?" asked Magistrate Mayo yesterday morning of a prisoner before him.

The prisoner was the manager of an undertaker's establishment, and had gone, with fifty other undertakers, to claim the body of Mrs. Laura Aster, who was murdered Saturday in her house at 126 East Tenth Street by Alexander Weiser, who then committed suicide.

Policeman Edward F. Kealy, who had made the arrest, said the undertakers had come in twos and threes and by the half dozens and squabbled over the bodies. "It was the most disgraceful sight you ever saw, your Honor," continued Kealy. "There must have been at least fifty undertakers who wanted either the murdered woman or the suicide. They acted like wolves and vultures.

"They came in softly and looked pious, as undertakers act at a funeral, but they soon began quarrelling and snarling over the bodies. Each one claimed to have been authorized by some one or other to take a body or both bodies, but they could not produce any orders. They swore at each other and shook their fists, and several times it looked as though they were going to have a free fight. I'd drive out a dozen of them and then another crowd would come in and go through the same performance. This prisoner was one of them, and when he refused to leave I placed him under arrest."

Volzer showed the Magistrate an order purporting to have been signed by Henry Fligner, the brother of the murdered woman, authorizing him to take charge of the body. Then he added: "Of course, I wanted the body."

"You were guilty of disorderly conduct," said the Magistrate. "You should have gone to the proper authorities to get redress." Then he fined Volzer $3. Kealy said the bodies had been removed to the Morgue by order of Deputy Coroner Donlin.

A NEW BASEBALL LEAGUE.

Organization of Eight Clubs Was Formed in Chicago Yesterday—New York Is Represented.

CHICAGO, Sept. 17.—A new baseball league, whose circuit will include cities in both the National and Western Leagues and which will be known as the American Association of Baseball Clubs, was formed here to-day at a meeting of baseball men and lovers of the National game.

The circuit, as decided on to-day, will include the following cities: St. Louis, Milwaukee, Detroit, and Chicago in the West, and Baltimore, New York, Philadelphia, and Washington in the East.

Those present at the meeting were the following: Chris Von Der Ahe, George Shafer, and Al Spinks, representing St. Louis, and a reputed agent of a brewing company of that city, which is supposed to be interested in the new league; H. D. Quinn, formerly of the American Association Club, and Alderman Havenor, representing Milwaukee; A. C. Anson and his son-in-law, W. H. Clough, representing Chicago; Assemblyman Beckley, representing New York; Frank Hough, sporting editor of The Philadelphia Enquirer, representing Philadelphia; M. Scanlan, representing Washington. The names of the representatives of Detroit and Baltimore were not given out.

Tom Loftus of the Grand Rapids team of the Western League was in consultation with the new league representatives during the day, but was not present at the meeting.

"Ted" Sullivan, the veteran baseball manager, was also present at the meeting.

A. C. Anson was offered the Presidency of the new league, but he refused to accept, and H. D. Quinn of Milwaukee was elected Temporary President. Other temporary officers were elected as follows: Vice President—M. D. Scanlan; Treasurer—George Shaefer; Secretary—Frank Hough; Directors—Chris Von Der Ahe, M. D. Scanlan, Frank Beckley, and C. S. Havenor.

The platform of the new league was announced as follows: "Honest competition, no syndicate baseball, no reserve rule, to respect all contracts, and popular prices."

The surprise of the conference was the avowal of the promoters to invade Western League territory. All of the gentlemen present disclaimed any intention of going to war with the minor league, but they strongly intimated that it was war to the finish with the National organization.

By abolishing the reserve rule the new league thinks it will get a hold on the best baseball talent in the country, and by catering to the public with lower prices, is certain to get the masses. The promoters also argue that the evils engendered by forcing syndicate ball upon the public are too patent to be overlooked.

FOREIGN TRADE IN AUGUST.

Commerce for That Month Was Larger Than Ever Before—Growth in Various Commodities.

Special to The New York Times.

WASHINGTON, Sept. 17.—The foreign commerce of the United States in the month of August, 1899, is the largest in the history of that month. The exports are nearly 25 per cent. higher than those of August of the phenomenal year 1898, and 33 per cent. higher than the average of August in the years 1894, 1895, and 1896, while for the eight months of the calendar year ending with August they are the highest in our history. The total exports for the eight months ending with August, 1899, were $792,595,332, against $778,632,207 in the year 1898, $641,979,330 in 1897, and $602,298,472 in the great export year of 1892.

The importations for August also show a marked increase, being $66,718,737, against $49,677,349 in August last year and $39,844,605 in August of 1897. While the details of the August importations are not at hand, the details of the July imports which have recently been completed indicate that the growth in importation is largely in the class of materials used by manufacturers and in tropical foodstuffs. In the seven months ending with July the importation of raw fibres for use in manufacturing amounted to $13,260,530, against $10,382,021 in the corresponding months of 1898 and $9,032,983 in the corresponding months of 1897. Rubber importations in the seven months of 1899 are $21,190,323, against $15,554,792 in the corresponding months of 1898 and $11,652,936 in the corresponding months of 1897. Imports of raw silk for use in manufacturing amounted in the seven months of 1899 to $20,381,197, against $15,227,303 in the corresponding seven months of 1898 and $12,380,160 in the corresponding months of 1897. Imports of hides and skins in the months ending with July, 1899, were $27,591,356, against $24,558,092 in the corresponding months of 1898 and $20,466,402 in the corresponding months of 1897.

In tropical foodstuffs the increase is also apparent. The imports of fruits and nuts in the seven months of 1899 were $10,989,623, against $7,749,278 in the corresponding months of 1898 and $9,014,118 in the corresponding months of 1897; cocoa, $3,548,146 in the seven months ending with July, 1899, against $2,316,970 in 1898 and $1,754,732 in 1897, while of sugar the imports of the seven months of 1899 were $67,777,398, against $48,973,680 in the corresponding months of last year.

The growth in exports is in both agricultural products and manufactures. The August exportation of breadstuffs was $25,580,352 in 1899, against $19,909,329 in August of 1898, $25,513,491 in August of 1897, and $14,618,732 in August, 1896. Of provisions the exportation of August, 1899, was $15,584,755, against $13,489,098 in August, 1898, $12,400,566 in August, 1897, and $10,489,152 in August, 1896. Mineral oils also show an increase, being for August, 1899, $6,365,000 against $5,010,507 in August, 1898, $5,691,276 in August, 1897, and $5,618,276 in August, 1896.

Taking the four great articles which are named in the advance statement of exports of domestic products, breadstuffs, provisions mineral oils, and cotton, the total for the month of August was $53,925,488, against $44,558,510 in August of last ear, $48,805,046 in August, 1897, and $36,631,485 in August, 1896.

The following table shows the exportations in the eight months ending with August, 1899, compared with the similar period of corresponding years since 1890:

Year.	Total Exports.	Year.	Total Exports.
1890	$503,040,366	1895	$590,387,403
1891	554,758,885	1896	590,930,792
1892	602,298,472	1897	641,697,330
1893	531,195,408	1898	778,632,207
1894	517,819,601	1899	792,595,332

NEW HAVEN ROAD CHANGES.

It Is Said the Vanderbilt Interests Will Soon Control.

Special to The New York Times.

NEW HAVEN, Sept. 17.—The matter of choosing a successor to President Clark of the New York, New Haven and Hartford Road is now in the hands of the Standing Committee, consisting of President Clark, Vice President John M. Hall, William Rockefeller, J. Pierpont Morgan of New York, George J. Brush of New Haven, Henry C. Robinson of Hartford, Charles F. Choate of Boston, and W. D. Bishop of Bridgeport.

The appointment of a successor will be a satisfactory one to both President Clark and the New York interests. There is now no friction between what have been styled the Clark and the Vanderbilt party in the Directorate, and there will be no difficulty, it is said, in choosing the man for the place. This may be the present Vice President of the road, Judge John M. Hall, or it may be General Manager Chamberlain, or one of numerous railroad men, among whom are President C. S. Mellen of the Northern Pacific, who was at one time Vice President of the New Haven Road, and would like to return as its President; President Lucius Tuttle of the Boston and Maine, or a man more closely interested in the New York Central than either of these.

A prominent stockholder of the road in this city is authority for the statement that Mr. Clark's withdrawal means the absorption of the New Haven Road by the Vanderbilt system, and that developments in the Directorate in the near future will prove this beyond a doubt.

Cornelius Vanderbilt owned upward of a million dollars of the stock of the road, and the repassing of this great interest into the Vanderbilt family means, it is said here, a closer relation between the Vanderbilt system and the New Haven property. However true this may be, it is certain that interesting developments are looked forward to here in the immediate future by New Haven Road stockholders, and sweeping changes in the make-up of the Directors would not surprise anybody.

It is believed here that the day of New England control of the New Haven Road will pass away with Mr. Clark's retirement, and that that control will certainly go to New York.

CASTORIA.
Bears the Signature of Chas. H. Fletcher.
The Kind You Have Always Bought

ROCKAWAY HOTELS BURNED.

Early Morning Fire Destroys Three Buildings at Hammel's Station—Loss Estimated at $75,000.

Three of the largest hotels at Hammel's Station, Rockaway, were destroyed by fire early yesterday morning. The flames were kept from adjoining cottages and buildings by hard work on the part of the firemen, who were hampered by a lack of water pressure.

The fire was the largest Rockaway has had in a number of years. For a time it looked as if it would spread and rival in extent the fire which a few years ago swept away almost all the Seaside section of the beach. Fortunately the wind was not blowing high, and what there was of it was blowing in a direction which did not force the fire into the adjoining buildings.

The fire started as nearly as can be ascertained, in or near the kitchen of the Phillips Pavilion. The flames were first noticed by a policeman about 3 o'clock, and were then raging in the kitchen and the section of the hotel immediately adjoining. An alarm was turned in and the entire fire-fighting force of the beach was called to the scene.

The flames had gotten a firm hold on the hotel by the time the firemen reached the scene and within a few minutes they had spread to the Grobe Mertens and Mansch Hotels adjoining. The firemen made a hard fight to save the two hotels, which caught fire from Phillips's, but were unable to do so. Chief Dashby, when he saw that the three big frame structures were doomed, concentrated all his force upon the near-by cottages and other buildings. He also summoned the firemen from Far Rockaway, who responded and aided in holding the flames to the three hotels.

The water pressure was poor and this hampered the firemen greatly. Had there been sufficient pressure, the flames might have been, it is claimed, mastered before they had gotten into the two hotels which caught fire from the pavilion.

St. Mary's Home was close to the fire, and when it was seen that the flames might reach the building the children were marched out. They had been aroused soon after the fire broke out and were held in readiness to leave. The firemen kept the building from catching and later the children returned to their beds.

The season being over, there were but few persons in the hotels, and those who were there escaped without trouble. In her fright Mrs. Phillips forgot her jewelry and it was lost. She says it was worth $1,400.

Soon after the fire broke out George Lambert, a fireman, was working on the roof of Phillips's pavilion and fell from it to the ground. His right arm was broken and he was severely injured internally. Charles Frey, another fireman, fell from the same roof and got a bad scalp wound, a bad gash in the left side, and had one of his ankles badly sprained.

The fire burned out quickly, and in less than two hours after the flames broke out they were dying out and the danger was over. The fire burned over an area of about two acres. It is estimated the loss is about $75,000.

The Holland estate owned the Phillips Pavilion. The loss on this is said to be $10,000. Louis Phillips, the lessee, owned the furniture and everything in the building. He estimates his loss at about $10,000. Grobe Merten's loss is estimated by him at $25,000. Fifteen thousand of this is on the building and the remainder on the contents.

Mrs. P. Smith, owner of Mansch's Hotel, lost about $25,000 on building and contents. The insurance is said to have been in the neighborhood of $60,000. The cause of the fire is not known.

TENNIS AT TRAVERS ISLAND.

Semi-Finals Reached in the Singles of the N. Y. A. C. Tournament.

The lawn tennis players of the New York Athletic Club, who have been struggling through the early rounds of the annual Fall handicap tournament during the past week, reached the semi-finals in their play yesterday afternoon on the club courts at Travers Island. In addition to the singles, play was started yesterday in the doubles, and there was an abundance of exciting sport furnished in both events. The doubles really provided the star match of the day.

Though being heavily handicapped, A. G. Keane and A. E. Freshman defeated J. S. Wood and W. L. May. The former pair were very steady throughout the contest. Their team work was excellent and they were successful in holding the net during the greater part of the match. Time after time Wood and May lobbed high over their opponents' heads in the hope of driving them to the base line, but Freshman seldom missed a chance to "kill" the ball, which he did most effectively.

In the singles the old-time Trinity College expert and now club champion Rowland H. Mallory romped through his matches in easy fashion. He is playing under the heaviest handicap, minus 10 points, yet he is always equal to the odds against him. His play shows an all-around game most evenly developed, and he is strong both at the net and on the base line. The tournament will continue through the week, and is expected to wind up with the final matches next Saturday, as part of the athletic field day. The complete scores follow:

Handicap Singles.—Preliminary Round—J. H. Bell, plus 20, beat A. G. Keane, plus 10, 72—68; A. C. Hamlin, scratch, beat J. Moller, plus 25, 72—64; R. H. Mallory, minus 10, beat J. L. McCammon, plus 20, 72—58; R. Hickox, scratch, beat P. Halpin, plus 25, 72—68; A. E. Freshman, scratch, beat W. L. May, plus 25, 72—59; R. H. Goffe, Jr., plus 25, beat A. F. Cox, plus 25, by default; C. M. Relyea, scratch, beat W. Burke, plus 25, 72—65; C. Lyon, plus 25, beat M. T. Cowperthwaite, plus 15, 72—67; W. Lyon, plus 20, beat E. K. Brown, plus 25, by default.

First Round—J. H. Bell, plus 20, beat A. C. Hamlin, scratch, 72—60; R. H. Mallory, minus 10, beat R. Hickox, scratch, 72—65; A. E. Freshman, scratch, beat R. H. Goffe, Jr., plus 25, 72—63; C. Lyon, plus 25, beat C. M. Relyea, scratch, 72—70; W. Lyon, plus 20, beat R. Radcliffe, plus 25, 72—62; W. W. Mallory, plus 15, beat P. G. Wilmarth, plus 25, 72—55; E. Bloss, plus 25, beat J. J. Meoder, plus 25, by default; H. N. Rawlins, plus 10, beat J. S. Wood, plus 25, 72—55.

Second Round—R. H. Mallory, minus 10, beat J. H. Bell, plus 20, 72—56; H. N. Rawlins, plus 10, beat E. Bloss, plus 25, 72—59.

Handicap Doubles.—First Round—J. H. Bell and M. T. Cowperthwaite, plus 18, beat P. Halpin and A. E. Ranney, plus 23, 72—63; J. L. McCammon and F. G. Wilmarth, plus 23, beat R. Hickox and C. M. Relyea, scratch, 72—65; A. G. Keane and A. E. Freshman, plus 5, beat J. Wood and W. L. May, plus 25, 72—63.

FEARS WE MAY ABSORB MEXICO.

A Chihuahua Journal Bemoans the Influx of American Ideas.

CITY OF MEXICO, Sept. 17.—The new Clerical organ, La Luz of Chihuahua, raises the usual cry of the Conservative Party, predicting the absorption of the country by the United States and the danger to Mexico as so many Mexicans have become Americanized in all their ideas and are the worst foes the fatherland has.

Bursting into eloquence, La Luz says: "The Aztec eagle writhes wounded at the foot of the symbolic cactus; in vain does it endeavor with fluttering of its wings to frighten away the plague of disgusting insects which surround it. In the White House is heard the prophetic croaking of the vulture with its ensanguined eyes fastened on its victims. It only awaits the stinging of the insects to fall upon its prey and wound it. The insects are the Yaquis, Protestants, Yankeeized Mexicans, and Chinese."

And it appears that the most of all La Luz fears the Yankeeized Mexicans.

It continues: "With bitterness in their hearts and insults written on their forehead they are ready to strike at the heart of La Patria."

Kills a Man in Self-Defense.

NIAGARA FALLS, N. Y., Sept. 17.—Ernest Wesie was shot and instantly killed this morning by William Volker, a farmer living at Pletcher's Corners, three miles east of this city. Wesie, who was a tough character, attempted to strike Volker with an iron bar. The killing was purely an act of self-defense, and the authorities refused to hold Volker when he gave himself up.

Man and Wife Killed at Crossing.

CAMDEN, N. J., Sept. 17.—Charles Holmes and wife, colored, of Jordantown, were killed by a West Jersey Railroad train at the Browning Road crossing, near Collinwood to-night. They were in a wagon, which was demolished, and the horse was killed.

Aged Woman Killed by Train.

BIRMINGHAM, Ala., Sept. 17.—Mrs. Nancy Fields, an aged and wealthy lady, living at Brookside, this county, attempted to crawl under some cars which blocked a crossing to-day, when an engine backed up against them. She was crushed to death.

On Exhibition

AT

BOTH STORES.

Absolutely the finest and largest variety of New Fall Cloths ever exhibited.

Exclusive Designs, Handsome Patterns.

Suits to order from $20
Top-Coats " " $18
Trousers " " $5.

Workmanship Unexcelled, Fit Guaranteed.

Nicoll.

771 Broadway, 145-147 Bowery.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac—This Day.

A. M.	P. M.	A. M.
Sun rises...5:44	Sun sets...6:04	Moon sets...4:37

High Water This Day.

A. M.	A. M.	A. M.
S. Hook...6:14	Gov. Isl'd...6:39	H. Gate...7:04
P. M.	P. M.	P. M.
S. Hook...6:38	Gov. Isl'd...8:35	H. Gate...9:00

Outgoing Steamships.

TUESDAY, SEPT. 19.

	Mails Close.	Vessels Sail.
Evelyn, San Juan, &c...	1:00 P. M.	3:00 P. M.
Roman Prince, Rio Janeiro, &c.	12:00 M.	2:00 P. M.
Trave, Southampton and Bremen	7:00 A. M.	10:00 A. M.

WEDNESDAY, SEPT. 20.

Athos, Colon	9:30 A. M.	1:00 P. M.
Capri, Pernambuco, &c.	10:30 A. M. 12:00 M.	2:00 P. M.
City of Washington, Mexico	1:00 P. M.	3:00 P. M.
Coleridge, Pernambuco, &c.	12:00 M.	2:00 P. M.
Kersington, Antwerp	10:30 A. M.	12:00 M.
Oceanic, Queenstown and Liverpool	1:00 P. M.	4:00 P. M.
Pretoria, St. Croix, &c...	12:30 P. M. *1:00 P. M.	3:00 P. M.
St. Louis, Southampton..	7:00 A. M. *9:00 A. M.	10:00 A. M.
U. S. transport —, San Juan, &c.	10:30 A. M.	12:00 M.
Yucatan, Havana and Mexico	1:00 P. M.	8:00 P. M.

THURSDAY, SEPT. 21.

Bremen, Bremen		10:00 A. M.
Cienfuegos, Santiago, &c.	1:00 P. M.	3:00 P. M.
Fuerst Bismarck, Cherbourg, Southampton, and Hamburg	7:00 A. M.	10:00 A. M.
Prins Willem III., Port au Prince, &c.	10:30 A. M.	1:00 P. M.
Tartar Prince, Azores &c	6:30 A. M.	9:00 A. M.

FRIDAY, SEPT. 22.

Themis, Belize, &c.....	1:00 P. M.	3:00 P. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for China, Japan, and Hawaii, via San Francisco, close here daily at 6:30 P. M. up to Sept. $24 inclusive for dispatch per steamship Coptic. Mails for Society Islands, via San Francisco, close here daily at 6:30 P. M. up to Sept. $25 inclusive for dispatch by ship Tropic Bird. Mails for Australia, (except West Australia,) New Zealand, Hawaii, Fiji and Samoan Islands, via San Francisco, close here daily at 6:30 P. M. up to Sept. $29 inclusive, or on day of arrival of steamship Campania, due at New York Sept. 29, for dispatch per steamship Mariposa.

†Registered mail closes at G P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) SEPT. 18.

Avona, Rotterdam, Sept. 2.
Bellarden, St. Lucia, Sept. 11.
Chesapeake, London, Aug. 30.
Chyrsee, St. Lucia, Sept. 10.
Cynthiana, Stettin, Aug. 30.
Delke Rickmers, Gibraltar, Sept. 2.
El Dorado, New Orleans, Sept. 12.
Furnessia, Glasgow, Sept. 7.
Inchmore, Gibraltar, Sept. 4.
Kilpatrick, Santiago, Sept. 13.
Masconomo, Cardiff, Aug. 31.
Mohawk, London, Sept. 7.
Spaarndam, Rotterdam, Sept. 7.
Tauric, Liverpool, Sept. 8.

TUESDAY, SEPT. 19.

Allegheny, Port Limon, Sept. 12.
Amagonense, Para, Sept. 7.
El Sud, New Orleans, Sept. 14.
Georgian, London, Sept. 7.
Noordland, Antwerp, Sept. 9.
Philadelphia, La Guayra, Sept. 9.

WEDNESDAY, SEPT. 20.

Aller, Gibraltar, Sept. 11.
Alps, Santa Martha, Sept. 13.
Hataso, Hamburg, Sept. 5.
Majestic, Liverpool, Sept. 13.

THURSDAY, SEPT. 21.

Aurania, Liverpool, Sept. 12.
Jersey City, Swansea, Sept. 7.
Oldenburg, Bremen, Sept. 10.
Patricia, Hamburg, Sept. 10.
Saale, Bremen, Sept. 12.
William Storrs, Gibraltar, Sept. 7.

FRIDAY, SEPT. 22.

Alliance, Colon, Sept. 15.
Buffalo, Hull, Sept. 10
Cutic, Liverpool, Sept. 12.
Indrapura, Gibraltar, Sept. 8.
Kaiser Wilhelm II., Bremen. Sept. 13.
Norge, Copenhagen, Sept. 6.

SATURDAY, SEPT. 23.

American, London, Sept. 11.
Etruria, Liverpool, Sept. 16.
Europe, London, Sept. 11.
St. Paul, Southampton, Sept. 16.

Arrived.

SS Algonquin, Platt, Jacksonville and Charleston, with mdse. and passengers to W. P. Clyde & Co.

SS La Bretagne, (Br.,) Alix, Havre Sept. 9, with mdse. and passengers to the Compagnie Generale Transatlantique. Arrived at the Bar at 5:56 A. M.

SS Sa fordina, (Br.,) Crisp, Sourabaya, &c., July 11, with sugar to American Sugar Refining Co.—vessel to Funch, Edye & Co. Arrived at the Bar at 6:30 A. M.

SS Waesland, (Belg.,) Ehoff, Philadelphia Sept. 16, with mdse. and passengers in transit for Liverpool to International Navigation Co.

SS City of Augusta, Daggett, Savannah Sept. 14, with mdse. and passengers to Ocean Steamship Co.

SS Cienfuegos, (Span.,) Smith, Manzanillo, &c., Sept. 15, with mdse. and passengers to James E. Ward & Co. Arrived at the Bar at 1 P. M.

SS Hamilton, Dale, Newport News and Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS American, (Dutch,) Burrs, Bremerhaven Sept. 3, in ballast to C. H. Randebrock. Arrived at the Bar at 2 P. M.

SS Potomac, (Br.,) Anderson, Avonmouth Sept. 6, in ballast to P. Ruprecht. Arrived at the Bar at 2:45 P. M.

SS Old Dominion, Tapley, Richmond and Newport News, with mdse. and passengers to the Old Dominion Steamship Co.

SS Lucania, (Br.,) McKay, Liverpool Sept. 9 and Queenstown 10th, with mdse. and passengers to Vernon H. Brown & Co. Arrived at the Bar at 11:21 P. M. 10th.

SS Philadelphia, Chambers, Porto Cabello, &c., Sept. 6, with mdse. and passengers to Boulton, Bliss & Dallett. Arrived at the Bar at 1:40 A. M.

SS Ilsenstein, (Ger.,) Hamer, Cienfuegos, &c., Aug. 28, with mdse. to W. R. Ockstroh & Co. Arrived at the Bar at 2 A. M.

SS Benefactor, Swain, Philadelphia, with mdse. to W. P. Clyde & Co.

SS Chateau Lafite, (Fr.,) Shabot, Havre Sept. 2 and Pauillac 5th, with mdse. to the Compagnie Generale Transatlantique. Arrived at the Bar at 3:15 P. M.

U. S. battleship Kearsarge, Newport News. Anchored off Tompkinsville at 5 P. M.

SS City of Kingston, (Br.,) Mider, Port Antonio, &c., Sept. 11, witr fruit to United Fruit Co.—vessel to Bennett, Walsh & Co. Arrived at the Bar at 9:45 P. M.

SS Chester, (Dutch,) Kjulfs, Amsterdam Sept. 1, in ballast to C. H. Randebrock. Arrived at the Bar at 6 P. M.

SS Tropic, (Br.,) Barber, London Aug. 31 and Hampton Roads Sept. 16, in ballast to Simpson, Spence & Young. Arrived at the Bar at 6:15 P. M.

WIND—Sandy Hook, N. J., Sept. 17, 9:30 P. M., southwest, light, clear.

Sailed.

SS Paula, (Ger.,) for Flushing.
SS Barcelona, (Ger.,) for Hamburg via Newport News.
SS Seminole, for Charleston, &c.
SS Queen Christina, (Br.,) for Shanghai.
SS Kansas City, for Savannah.

Notice to Mariners.

SANDY, HOOK, N. J., Sept. 17.—The lights in Gedney Channel are burning to-night.

By Cable.

LONDON, Sept. 17.—SS European, (Br.,) Capt. Wallace, sld. from London for New York to-day.

SS La Champagne, (Fr.,) Capt. Fajolle, from New York, arr. at Havre at 7 P. M. to-day.

SS Ethiopia, (Br.,) Capt. Wadsworth, (from Glasgow,) sld. from Moville for New York to-day.

SS Etruria, (Br.,) Capt. Ferguson, (from Liverpool,) sld. from Queenstown for New York at 8:50 A. M. to-day.

SS Barbarossa, (Ger.,) Capt. Richter, from Bremen for New York, passed Beachy Head to-day.

The Attractions of Our Stores Are Their Low Prices.

Macy's

R. H. Macy and Co.

BOTH SIDES OF 14TH ST. (Running from 13th to 15th St.), SIXTH AVE

Macy's 44th Autumn.

There'll be a characteristic celebration of the event. It was planned broadly and will be executed liberally. The decorations—Bargains. The souvenirs—Bargains. Instead of devoting money and time to spectacular effects that gratify the eye, we've applied ourselves to the eminently original and common sense task of marshalling out a host of irresistible values. The items quoted are scarcely suggestive of the serried attractions. Every department is involved in the stupendous movement.

The worker and earner—the plodder and frugal—the thrifty poor and the prudent rich are personally and supremely interested in this unrivalled, eclipsing demonstration.

$1.00 Glace Kid Gloves at 64c.

Nearly three thousand pairs fine Glace Kid Gloves, two clasp and four button styles, one or three rows narrow embroidery on backs, black, tan, red, brown and green; regular $1.00 quality, at 64c.

48c. for New Dress Goods That Cost from 75c. to $1.25 to Import.

A restive, indeterminate importer wanted his money out of as choice a line of 1899-1900 Fabrics as we've seen. We secured the goods—all of them. He got back his money—a PART of it. Result:—Prodigious values for you. The lot contains about five thousand yards, including Covert, Vigoureux and Whipcord Suitings—gray, brown, blue, green, olive and other autumnal shades and mixtures. Good, sensible stuffs—every yard imported this season at a cost of from 75c to $1.25 the yard, which is less than they could be imported for now; choice as long as they hold out. 48c

Top-Lofty Dress Goods.

Colored Dress Goods.

Exclusive styles in Silk Tile Stripes, Zibeline Camel's Hair, Checked Boucle Camel's Hair in Zibeline Effects, Plain, Lace striped and Corded Venetians, Camel's Hair Plaids. Golf Plaid Suitings and Cloakings, and all the delicate pastel tints in Broadcloth.

Black Dress Goods.

Exclusive styles in Velvet and Chenille Effects, Crystalline Venetians, Camel's Hair Zibelines, Bedford Cords, Irish Poplins, Striped Velours, French and English Crepons, English Cheviots, Worsteds, Diagonals and scores of other seasonable weaves.

Prices Range from $1.49 to $3.49.

China Souvenirs of Dewey's Return.

The China Department is radiant with emblems of the American Admiral and his achievements. Our own townspeople as well as visitors will want souvenirs of the soul stirring celebration. That is why we have devoted our China Decorating organization to the production of a series of Dewey Souvenir Plates. They are works of art—rich, realistic, remembrancers. Besides a "living" likeness of the naval hero the Plates are adorned with the Olympia and other boats that will inspire the historian's pen. Prices are regulated by the character of the embellishments. They range as follows:—

49c., 69c., 87c., 99c., $1.23, $1.49 and $1.87.

Souvenir Plates of the Shamrock and Columbia, exceedingly handsome, 99c.

Souvenir Plates of Longfellow, Whittier Holmes and Bryant, 47c.

Copyrighted Bronzelike Busts of Dewey.

These Busts are finished in bronze. We have them in three sizes—28 in., $5.47—16 in., $1.33—12 in., 69c.

Wedgwood Style Vases and Medallions.

These Vases and Medallions were made at our Rudolstadt Art Pottery. They closely imitate the universally admired Wedgwood goods. Washington, Lincoln, Franklin and other illustrious subjects. The Medallions are 37c.; Vases, 97c., $1.97 and $2.47.

Women's Tailored Suits.

"Tailored" expresses their appearance. Neat, dressy. Not ornate; not tawdry. Not severe; not prim. Simple elegance; simple grace. Stylish, too. That's the salient, dominant element. New York knack created them. "Tone" is as valuable to a Tailored Suit as it is to a lute. We look to all the details of fit and finish. That's necessary. Botchers and bunglers abound in local tailordom as well as artists.

Women's Tailored Suits, made of homespun cheviot, smart fly-front coat, stitched seams, lined throughout with black taffeta silk; saddle habit back skirt, lined with percaline, $8.98.

Women's Tailored Suits, made of very fine cheviot, the new modelled reefer coat and the popular habit skirt—both lined throughout with good quality black taffeta silk, $18.74.

Women's Tailored Suits, made of men's high grade suitings, fitted and reefer coats, habit skirts—both lined throughout with colored taffeta silk. They show all the finish and elegance, and fit with all the grace and accuracy, and will wear with all the strength and satisfaction of custom made Suits, $33.34.

Hat Trimmings.

They are something more than mere gewgaws. The artist makers have caught inspiration from the daintiest colors and forms of nature. Butterflies, birds, berries, blooms—beauty in scores of effects has been borrowed from meadow, mountain and forest to enrich your knock-about Autumn Hat. Slenderest of slender prices.

Natural Spanish Coque Feathers, they droop gracefully. The colors are iridescent—changing and shimmering tinges of purple, gold, red and green, worth 35c.; our price, 24c.

Autumn Foliage, made of velvet, in a variety of shades. Exact copies of the kind that quivers beneath the influence of crystal dew and splendid sunshine, worth 75c.; our price, 56c.

Silk and Chenille Butterflies—airy, beautiful. Ethereal novelties that give a touch of summer charm to the Hats of the period.

Small size, worth 50c.; our price, 39c.
Large size, worth 95c.; our price, 78c.

Natural Grebe Breasts, silvery, soft, glossy, lustrous, gently burnished, with dapples of golden brown, worth 90c.; our price, 67c.

Capes and Jackets.

We gathered Capes and Jackets industriously. We gathered them when the sun shone. No ant ever labored more aggressively for future needs.

The result transcends competition. The beauty, elegance and economy of the stock control and color the advertising. That's why it is clear, jubilant, electrical. Did the fancy of woman with limited income ever conceive richer possibilities?

Women's Capes, made of excellent quality Kersey; royal, tan and black; trimmed with cloth

The Wanamaker Store

Typical Wanamaker Store News

Every Word and Figure Below Is of Importance

THIS is all legitimate and typical news. It treats chiefly of new goods at their legitimate and regular prices, as we judge such things. It is not the season for sensational reductions.

The manifest and genuine advantages and economies that are shown below, are, therefore, tenfold significant of power. They come, not because of the season, but in spite of it. We have great respect for the glittering bargain, and are strenuous in our pursuit of it in your interest, but the *real test of a store lies in its regular prices*, after all.

There is now no waning season nor multifold disaster to cloud the issue. Superior values at this time in Fall goods are the direct result of superior methods and command. So test us.

We have never carried such stocks since the beginning of our dry-goods business. We have never had more to show you of goods that can be found nowhere else. We have never had more that is beautiful, new, original, worthy and exclusive within our doors. And we have never offered so much for so little.

We might add that we have never had such large daily audiences. But that's to be expected when there is so much to see in a store so easily reached.

Here's a Sensational Bicycle Item.

This news will make a stir in wheeling circles. There's a touch of solemnity in it, too, for it marks "Finis" to the story of the greatest wheel ever built,—the Humber.

Choose Any Model in a Humber Bicycle at $25
(Built to sell at $100, $102 and $106).

Choose Any Continental Bicycle at $18
(Built to sell at $50, lately selling at $25 and $26.50).

Eighteen Thousand White Aprons

The main aisle will be found avalanched with white lawn. You will have a new idea of 18,000 as a quantity when you see it, for it will not nearly hold all these goods.

Big as the quantity is it will not last long,—these drifts of white lawn will melt swiftly in the sunshine of your favor. For never were such good aprons so cheap.

Many, many, many styles, alike in only one thing,—they are all made from a fine grade of sheer white lawn. Beyond that, infinite in variety. Some are very plain, some are highly elaborate in trimming. Some are dainty enough for ornament, some are honest work-a-day aprons with a serious purpose. Five different divisions of cheapness:—

Regular 25c. Aprons, 15c. Regular 35c. Aprons, 18c. Regular 40c. Aprons, 20c.
Regular 50c. Aprons, 25c. Regular 75c. Aprons, 35c.

Women's Knit Fall Underwear

Timely for you to think of. We thought of them and ordered them half a year ago. There fore, fabrics and trimmings were made, and cut, and finished according to our own design. That makes them do ubly Wanamaker's, and *that* makes them reliable.

Cotton, Silk, Silk Mixtures, Wool, and Merino, the best of them all, made into comfortable, good-looking, long-wearing garments that ought to command bigger prices than these—and generally do command them:

50c.—Ribbed cotton vests and drawers; medium or heavy weight; drawers have French band; side buttons.
75c.—Ribbed merino vests; low neck, short or no sleeves. High neck, short sleeves; 85c, with long sleeves, $1.
85c.—Swiss ribbed wool vests, white; low neck, short or no sleeves. High neck, short sleeves, $1; with long sleeves, $1.25.
$12—Silk ribbed vests; necks hand-crocheted in four styles.

$1.50—Merino Union suits, white or silver gra y; buttoned across chest; medium weight in white.
$3—Silk-and-wool combination suits, cream colored; low neck, no sleeves; closed fronts. High neck, short sleeves, $5.75; with long sleeves, $6.25.
$6.50—All-silk Swiss ribbed combination suits; heavy weight; high neck; long sleeves; cream or black.
Broadway.

The New Black Dress Goods

This is only a branch of our dress goods stock, but it's one of the most important of all, and we treat it with the care and attention that it deserves. In twenty-two years of providing you with dress fabrics, we have never had so much in black to show you.

There are more than one thousand styles in that one color, for you to choose among. We show them in the Tenth St.-Fourth Ave. corner of the main floor, under a clear, pure north light that is merciless in its disclosure of faults. Nothing but a good, rich smooth black will endure this test. We have nothing else.

There is no longer attached to black an exclusive significance of mourning. Madame Fashion has long since recognized its richness and effectiveness, and it holds a high place in her favor this season. The new weaves include some magnificent effects obtained through the introduction of chenille, spangles and cut jet. The whole stock is one worth examining with care.

The New Costumes and Wraps

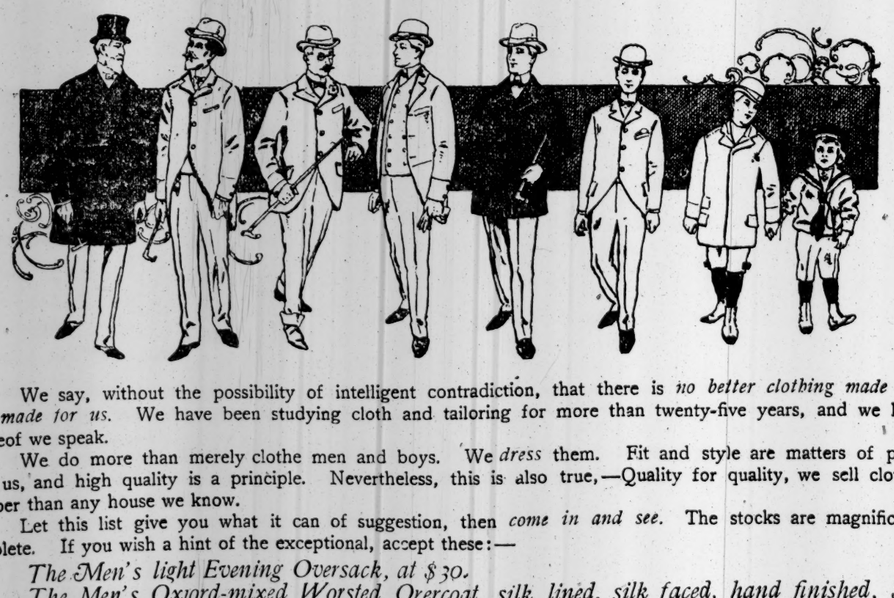
Among these are two hundred new Golf and Tourists' Capes, chiefly from Berlin designers. Made from Scotch rugs of the finest, in soft but brilliant plaids, and in quiet, plain colors. Many new details of arrangement and trimming are shown, but the novelty of the patterns and colors will strike you most forcibly and favorably. They are astonishingly cheap for such obviously high-class garments. $17 to $35.

Some new Evening Wraps and Opera Capes, also,—exquisite things. Chiefly in cloths, trimmed with lace and fur. They must be seen—words won't describe them. $34 to $100.

Some new Tailor-made suits from Paris have just come in. You will get a wholly new standard of judgment on elaboration of detail, by looking these over.

New Tailored Suits from American makers are arrivals of every day. $10 to $75. When you come in, ask to be shown the suits at $22.50, if only as an object lesson in superior suit-value-for-price.

No Better Clothing Than Ours



We say, without the possibility of intelligent contradiction, that there is *no better clothing made than that made for us.* We have been studying cloth and tailoring for more than twenty-five years, and we know whereof we speak.

We do more than merely clothe men and boys. We *dress* them. Fit and style are matters of policy with us, and high quality is a principle. Nevertheless, this is also true,—Quality for quality, we sell clothing cheaper than any house we know.

Let this list give you what it can of suggestion, then *come in and see.* The stocks are magnificently complete. If you wish a hint of the exceptional, accept these:—

The Men's light Evening Oversack, at $30.
The Men's Oxford-mixed Worsted Overcoat, silk lined, silk faced, hand finished, $15.
The entire line of Sack-coat Suits at $15.

And any one of these:—

MEN'S CLOTHING
Cutaway Frock-Coat Suits—Our own styles. $20 for suits of Oxford mixed cheviots, silk lined. Tailors charge $35 for them. $22.50 for Oxford cheviots, English cutaway; double-breasted vests. And all manner of newest style cheviots, Vicunas and worsteds at moderate prices. $12 for coats and vests of all-wool black diagonal cloths.

Sack-Coat Suits—$15 for neat striped worsteds, that would be fairly priced at $18. $18 for pin-striped gray worsted, made to last three seasons. $25 and $25 for neat striped worsteds, in newest styles. Many fancy cheviots.

Prince Albert Coats and Vests—$20 for coat and double-breasted vest of best black Thibet cloth, serge lined; button-holes faced with silk. Silk-lined throughout for $25. $35 for coat and vest of fine black English Vicuna; silk lined and faced to button-holes; tailors charge $50.

Striped Worsted Trousers—An exhaustive assortment at $5 each, the kind usually sold for $8.50, at least. A very good grade as low as $3. And exceptional values up to $8.

Fall Overcoats—Black or Oxford mixed cheviots; unfinished worsteds, covert cloths, worsteds and Vicunas, all new styles and the right weight for Fall. $10 to $30 each.

BOYS' CLOTHING
Fall Overcoats—All-wool covert cloth; well made and stylish; $3 and $3.50.

Sailor Suits—$4 each; all-wool navy blue cheviots; trimmed with silk soutache; extra pair of trousers; 3 to 12 yrs. $5 to $9 each; blue serge; trimmed elaborately.

Middy Suits—Navy blue and fancy cheviots; tastefully trimmed some with silk vests; $3.50 to $10.

Knee-Trouser Suits—$3.85 and $5 each; double-breasted jacket suits in fancy cheviots; extra trousers, $5 each; "Wanamaker Specials," all-wool fancy cheviot; double breasted; double warp linings; buttons extra stayed; double seat and knees; seams sewed double with silk throughout. And fancy cheviots and worsteds, $9 to $12.

Knee Trousers—All-wool fancy cheviots; silk sewed; 65c., 85c. and $1.15.

YOUTHS' CLOTHING
Long-Trouser Suits—From the first long trousers up to 20 yrs.—the best and most fashionable styles. The "Wanamaker" sack-coat suit with double-breasted vest, $8.50 to $12. Other qualities up to $20. For lads, or men of small stature.

Current clothing advertising rattles with superlatives of which the favorite is "lowest" as applied to prices. No store in the world can use clothing superlatives with better right than we, but our favorite is "highest" as applied to qualities.

Formerly A. T. Stewart & Co., **JOHN WANAMAKER** Broadway, Fourth Ave., Ninth and Tenth Sts.

THE COLUMBIA AT BRISTOL.

Goes for Her Steel Mast, Which Will Be Stepped About Tuesday—May Come to New York.

BRISTOL, R. I., Sept. 17.—The Columbia came here this afternoon under forestaysail, in a good southwest breeze. Her tender, the St. Michael's, preceded her. The plan is to step the Columbia's new steel mast about next Tuesday, after which the yacht will go to Newport, or possibly New York, and give the mast a thorough trial, returning here for a general cleaning and overhauling before her races with the Shamrock.

QUIET DAY ON THE SHAMROCK.

Sir Thomas Lipton Entertains Some Friends on the Erin.

The Shamrock and her fleet of attendant craft swung at their moorings yesterday, and but for the two sailors who were detailed as anchor watch there was no life on the green-hulled yacht that has crossed the ocean in search of the America's Cup. Sir Thomas Lipton entertained Commodore Frederick T. Adams of the Atlantic Yacht Club and three British yachtsmen, one of whom is a member of Parliament, on board the Erin during the afternoon. Commodore Adams sailed back to Sea Gate in the Sachem, and the three Englishmen returned to the city by the last boat from Sandy Hook.

During the afternoon Sir Thomas consented to talk about the scheme that is under consideration relative to keeping the course clear during the races. "The details of the scheme," he said, "are in the hands of the New York Yacht Club and its committee. I do not know exactly what they are, but I feel confident that some method will be evolved whereby we will be assured of a clear course. I do not expect any interference at all, for we all want the races to come off without any hitch."

"Has a change of course from Sandy Hook to Newport been suggested?" was asked.

"I believe Newport has been mentioned as a good place to sail the races, providing one or the other of the boats is interfered with, but I hope it will not come to that, for, as I have said before, I want to either win or lose the cup over the same ground that others have tried. However, I will leave the matter wholly to the New York Yacht Club, and whatever it does will be right from my point of view. I think that with the assistance of Collector Bidwell, the Treasury Department, your police, and the auxiliary fleet of the New York Yacht Club the excursion boats can be kept away."

The aluminium gaff that collapsed Wednesday, and was repaired by the J. N. Robins Company, at Erie Basin, was received on board the barge Ulster late Saturday night, and will probably be used in the trial spin of the yacht to-day.

Sir Thomas stated that the Shamrock would go in dry dock at the Erie Basin on the 28th if a berth could be had for the yacht on that date. "I would prefer, personally," he said, "to have the yard open to the public and let them see the lines of the Shamrock. I will not object to having her hauled out in the same dock as the Columbia."

WOMEN IN CENTURY RUNS.

Miss Yatman's Attempt to Ride 700 Miles in 84 Hours—Her Rivals' Big Records.

On the smooth macadam roads of Long Island a little woman on a bicycle flitted hither and thither all day yesterday bent on accomplishing a task which the average woman, or the average man, for that matter, would no more undertake than she or he would attempt to fly. The little woman on the wheel was Miss Jane C. Yatman of Brooklyn, whose century riding feats this season have won her fame in the cycling world. The task which she has set for herself this time is that of riding 700 miles in eighty-four hours or less. Paced by several male riders of speed and endurance, Miss Yatman started at 7 o'clock on Saturday night from the Bedford Rest, Bedford Avenue and Eastern Parkway, Brooklyn, on her long ride. She hopes to finish the ride at the same place either late to-morrow night or early on Wednesday morning.

When the plucky young woman started she had plenty of company besides her pacemakers, the Century Road Club starting out at the same time on a moonlight century run. Miss Yatman is doing most of her riding on the fine triangular course from Valley Stream, along the Merrick Turnpike to Freeport, to Hempstead, and back to Valley Stream through Lynbrook. This course has been measured, and West's Hotel, at Valley Stream, has been made the checking headquarters.

Miss Yatman's present ride is the outcome of an interesting rivalry for century riding honors between herself and Mrs. Jane Lindsay and Mrs. Irene Brush, also of Brooklyn. Mrs. Brush set a mark for her rivals by riding 400 miles in forty-eight hours. A few weeks later Miss Yatman eclipsed this performance by riding 500 miles in fifty-eight hours. But this record didn't stand, for soon afterward Mrs. Lindsay broke it by riding 600 miles in seventy-two hours. And now Miss Yatman is bent upon regaining her lost laurels by pedaling 700 miles in eighty-four hours. If Miss Yatman succeeds, even this record may be broken by Mrs. Brush, who is preparing herself for a still longer ride. Mrs. Brush, about two weeks from now, will attempt to ride 1,000 miles in five days, doing the first 600 miles in sixty hours, then after a rest of twelve hours, riding the remaining 400 miles in forty hours.

To-day's Card at Gravesend.

FIRST RACE.—For fillies two years old. Five furlongs.

	Pounds.		Pounds.
Affect	112	Mauvilla	107
Killashandra	112	Smoke	107
Oneck Queen	112	Cleora	107
Lady of the Vale	107	Orthia	107
Oread	107	Beautiful	97

SECOND RACE.—Handicap for all ages. One mile and a sixteenth.

Cambrian	114	The Rose	108
Rush	114	Colonel Roosevelt	105
Merry Prince	111		

THIRD RACE.—For maiden two-year-olds. Five and one-half furlongs.

Salmagundi	108	First Whip	102
Bombshell	108	Edith Mac	101
Lingerie	107	Eileen Daly	99
Vesuvian	106	Fleeting Moments	99
Easter Lily	105	Mountain Mist	99
Kindred	104	Kamara	99
Corinthian	104	King Bramble	97
Hop Brook	104	Specific	97
Eavesdropper	104	Cracker	97
Liebe	103	Golden Sceptre	97
Kipling	102	Lanza	94
Celeritas	102	Allair	94

FOURTH RACE.—The Monarch Stakes, for three-year-olds. One mile and a sixteenth.

Prince McClurg	126	Martimas	116
Sky Scraper	118	Spirituelle	113
McLeod of Dare	116	Lady Lindsay	108

FIFTH RACE.—For three-year-olds and upward. One mile and a sixteenth.

Candleblack	114	Mariti	101
Harry Crawford	114	Clorinda	101
Doctor Eichberg	107	Chappaqua	95
Cock Robin	104	General Mart Gary	95
The Roman	104	Domineer	95
Belle of Memphis	101	Hardee Pardee	95
Forget Not	101	Mai	92
Hurly Burly	101	Klondyke Queen	92

SIXTH RACE.—For three-year-olds and upward; selling. Three-quarters of a mile.

L'Alouette	117	Tremargo	100
The Star of Bethlehem	108	Jinks	99
Sweet Caporal	107	Tinge	98
Howard	106	Sky Scraper	95
Ben Hadad	105	Lindula	95
Dave S.	103	Judge Wardell	94
Sensational	108	Souchon	94
Satin Slipper	102	Rose O'Lee	92
Maggie Doyle	102	Hanlon	88
		Tabouret	88

AN INDIAN OUTBREAK FEARED.

Uintahs Have Left Their Utah Reservation and Entered Colorado.

DENVER, Col., Sept. 17.—News has reached Gov. Thomas that a band of Uintah Indians has left the reservation in Utah without permission to hunt in Colorado, in violation of the State game laws.

It is feared the Uintahs will be joined by the Ourays and Uncompaghres, and later will take vengeance on the settlers for the killing of three of their tribe in a battle with game wardens two years ago. The Governor has appealed to Washington for United States troops.

A Railway Dispute Settled.

ELIZABETH, N. J., Sept. 17.—The trouble between the Lehigh Valley Railroad and the Westfield and Elizabeth Electric Railroad appears to be over. The steam road objected to the electric road putting its rails across the steam road at Aldene. Obstacles were placed in the way of the construction, and to-day it was expected engines would patrol the crossing, but none did, and the obstacles previously placed were removed and the work was begun.

NEWS OF THE GOLF WORLD.

Tournament at Westbrook Club—Women at Ardsley to Play—Columbia and Princeton.

Golfers in local circles will have the greater part of their attention this week directed toward the Westbrook Golf Club links near Islip, L. I., where the annual tournament will begin Wednesday morning and continue through Saturday. The links have always been popular and a portion of the course passes over the old Pierre Lorillard racing track, where Iroquois and other speedy thoroughbreds were trained. The property is now owned by W. Bayard Cutting, who is President of the club, and the golf course will show several good improvements over last year. As this will be the first big local tournament of the Fall season an excellent array of contestants is sure to be seen, including Amateur Champion Herbert Harriman, Harry Hollins, Walter J. Travis, and other masters of the game.

Activity on the links will begin in earnest this week, and Westbrook will not possess a complete monopoly of the sport by any means. The women of the Ardsley Club will begin to-day one of their interesting annual competitions, being the Fall medal and match play handicap tournament. Nearly thirty entries have been received, and many of the fair contestants will make use of the event to put themselves in good practice for the coming women's championship contest at Philadelphia next month. Miss Carol Eidlitz, who won third championship honors last year; Mrs. A. De Witt Cochrane, the Ardsley champion; Mrs. John T. Terry, Miss C. L. Clarkson, who won the putting match last Saturday; Mrs. H. L. R. Edgar, Miss Lillian Brooks, Miss Ethel Gould, Miss Grace Frazer, and Miss Grace Williamson will be among the starters in the Ardsley games to-day.

At Morristown, the energetic women of the Morris County Club are making active preparations for the big championship, also. On Wednesday the eighth competition for the short-course cup will be played, and there will be the largest field out since the Summer vacation. On Saturday the first mixed foursome tournament will be held, and nearly twenty couples have already entered. The return of the Summer sojourners to Morristown and Madison has had its effect not only upon golf but upon the social life, and the clubhouse is beginning to resume its customary appearance of genial activity. Mr. H. McK. Twombly paid his first visit to the links last Saturday since early in the season.

James A. Edwards, who has been doing excellent work on the Morris County links this Summer, is President of the Columbia University Golf Association, and is preparing to institute a lively golf campaign among the students this season. Columbia, he believes, has a better opportunity to make a respectable showing in the coming intercollegiate tournament next month than ever before, and he thinks a strong team can be picked to enter for the team championship, now held by Harvard.

W. H. Dixon, Jr., is Captain of the Columbia team. He is a well-known Rockaway Hunt Club golfer, and when in practice can be depended on to put up a good game. W. L. Gunther, from the Cutler School, and J. G. Bates, from Pomfret, are two able additions to the team, and with the improvement of some of the older players, there is no doubt that a team can be chosen to carry the blue and white colors in a creditable manner in the college event at Garden City.

Princeton will surely show up well this season. John Stuart, one of the old-time golfers, still remains and is Captain of the team, while Chester Griswold, Jr., last year's Captain, was graduated in June, but will return to take a post-graduate course. His winning of the Lenox Cup last week proves that he is playing a strong game, and he will be a valuable member of the Princeton team; J. A. Blair, Jr., the young golfer who won the Richardson Cup at Morris County last week, is one of the new Princeton additions, and with him from the Morris County Club will go Leland Garretson and Percy Pyne, second. Candidates for the team will probably be asked to present themselves on the club links this week.

BICYCLE RACES AT VAILSBURG.

J. P. Jacobson of New Haven Wins the Fifty-Mile Open Amateur Race, Making a New Record.

Special to The New York Times.

NEWARK, N. J., Sept. 17.—Six thousand persons at the Vailsburg board track waited until nightfall to see five cyclers finish in the fifty-mile open amateur race to-day. They were the survivors of a group of twenty starters who lined up for the pistol. The time of the winner—J. P. Jacobson of New Haven—was 2:19, breaking the amateur record.

Among the entries were Arthur Ross, the winner of the Irvington-Millburn road race; Al Gurney, winner of the first Australian pursuit race; Fred Krebs of Wyoming, winner of the twenty-five-mile road race of the Associated Cycling Clubs; H. E. Bleecker, winner of the race and time prize on the Cycle Path Labor Day, and Jacobson, who carried off the honors at Berkeley Oval last month.

Jacobson took the lead from the start and made the pace for the first two miles. It was while going on the third mile that the first spill occurred, at the far embankment. The bunch was coming around for the stretch, when one of the leaders went wide, and in an instant a dozen riders crashed into him, and wheels and men went down in a hepp. Most of the riders mounted again and kept on.

The first five miles were covered in 12:11. Arthur Ross was then in the lead. He was soon overhauled by Jacobson, however, who led the others a merry chase before he gave way to fresh pace. Before the ten miles were covered John King, who had been riding at a cracking pace, regained a lap he lost on account of the accident. Again, as the riders were passing the grand stand, another spill occurred. Five of the men went down this time, with Ross among the number. He was quickly provided with a new mount and went on. Jacobson finished the ten miles first, in 24:38.

At this stage of the race there were eleven who had withstood the hot run, and had not been seriously interfered with by accident. Up to the fifteen miles there were alternate spurts by ambitious racers, but one after another they dropped back to let Jacobson take the commanding position. Again at the end of the fifteen miles he was the best of the bunch, and covered the distance in 37:32.

A third accident at the seventeenth mile reduced the number of riders. King fell with the others, and was carried off the track. There were then nine left in the running. Hunter of Newark flashed over the line first at the twenty miles in 51:10. Then Jacobson took the lead again. He kept in the van for three miles, with Hunter scorching close behind. The twenty-five miles were covered in 1:04:51. The time for the thirty miles was 1:19. the honors for first over going again to Jacobson.

It was at a stage of the race when training began to tell. Hunter gave up the struggle at the end of thirty-two miles. His trainer afterward said that he had strained his muscles in the terrific pace. There were then but five riders left in the struggle—Jacobson, Sam Wheeler of Danbury, Conn.; F. K. Knapp of Orange, Bleecker of Brooklyn, and Al Gurney. The last three riders were one lap behind Jacobson and Wheeler, who had never faltered in the race. The thirty-five miles were covered in 1:32:21.

Jacobson made the forty miles in 1:48:47, with Wheeler but a length away. The others were close up. When the time came for the sprint in the last mile the five riders went out in a burst of speed, not one faltering. Jacobson crossed the line not more than a wheel's length ahead of Wheeler, with the other three close up. It was a brilliant display on the part of Jacobson, as well as the others.

The professional two-mile handicap, the other feature on the day's card, furnished plenty of excitement for the crowds. The heats were half-mile sprints. "Bob" Walthour's work in the race was especially brilliant, and his win in the final was well received. The quarter-mile novice was won by Samuel Matthews.

Last Championship Cricket Game.

But one more game remains to be played in the championship series of the Metropolitan Cricket League, for the match which Team A of the Knickerbocker Athletic Club will play against Staten Island next Saturday will conclude the schedule. Should the Knickerbockers be defeated they will be tied with Team B of their own organization for first place and an extra contest would then have to be arranged to decide the question. The contest for the individual prizes for batting and bowling will also be decided by the game next Saturday. C. P. Hurditch at present leads the batting averages.

W. & J. Sloane

desire to call particular attention to their most carefully selected assortment of

Unique Pieces in
Antique and Ornamental Furniture,
Especially desirable for the
Salon, Dining Room and Library of Richly Appointed City Houses.

They also offer a choice variety of individual pieces at moderate cost, but attractively characteristic in design and finish.

Broadway & 19th Street.

BRUSHES ON THE SPEEDWAY.

Nathan Straus Met His Old Opponent, Dr. Gill, and Honors Are Now Even Between Them.

The Speedway was the scene of an unusually large and representative gathering of horsemen and horseflesh yesterday; in fact, it was a record-breaking day as far as the numbers of vehicles and the crowds were concerned. The weather was ideal for driving, and the roadbed, which was watered constantly, was in prime condition for fast brushes, and there were many of them. Improvements are being made along the Speedway constantly, and one of them, which added greatly to yesterday's crowd, was the opening of a broad flight of steps at One Hundred and Seventy-fifth Street, built by the Park Department. The steps, 180 in number, lead from Amsterdam Avenue down to the Speedway plaza just north of High Bridge, and from early morning until late yesterday afternoon they were in constant use.

An excellent view of what is known as the stretch is obtained from the plaza, and it is here that the majority of the brushes start and finish. It was at this point that Nathan Straus, driving Cobwebs, met his old opponent, Dr. Gill, driving Captain Jack, yesterday morning. They were among the first of the frequenters of the Speedway to arrive, and they had no sooner exchanged courtesies than a brush was proposed. Both horses, which were hitched to light road wagons, were fresh and in excellent condition. The road was comparatively clear, and at the word "Go!" given by an onlooker, both horses started off at a clip that surprised other and more timid drivers. For several minutes the horses ran neck and neck, and then Cobwebs began to draw ahead. Up to this time neither horse had been touched with the whip or urged by its driver. Dr. Gill, seeing that he was losing ground, gave Captain Jack a slight tap with the whip and a loose rein. This acted like magic upon the horse, who made a wonderful spurt, and inside of a minute had picked up and passed Cobwebs. Word had been passed along the road, and it went quicker than the horses, for the road was cleared for them and everybody was trying to keep up with the pair to witness the finish. Captain Jack's spurt was too much for Cobwebs, however, and Mr. Straus, seeing that he was beaten, gracefully withdrew, and both horses were walked back to the stretch.

Here another brush was proposed by Mr. Straus and accepted by Dr. Gill. This time, however, Mr. Straus turned the reins over to his driver. Once more the horses were started, and for half the length of the stretch it was again neck and neck. Cobwebs, however, seemed to be running in better form than in the previous heat, while Captain Jack's gait was unsteady. Soon Cobwebs began to gain, and before the finish was reached was several yards ahead of Captain Jack. Honors are now even between the two horses, and a lively final is expected during this week.

Another lively and interesting brush was between A. J. Leonard, driving the bay mare Lilly, and A. E. Crawford, driving a black gelding. Both horses were hooked to bicycle-wheeled road wagons. They started off just north of One Hundred and Fifty-fifth Street and went down the hill at a whirlwind gait. Lilly's pace was steady, while that of her opponent was very uneven. Lilly was rapidly drawing ahead, when the gelding made a remarkable burst of speed, and passed and left the mare far behind. The crowd had grown very enthusiastic and applauded the gelding as it passed.

Later in the day Nathan Straus had another brush with one of the best-known horses on the road, Robert J., which has a record of 2:01½. Robert J. was driven by his owner, Mr. Tewkesbury, and Mr. Straus was driving Cobwebs. For a few moments Cobwebs held his opponent, but Robert J. was too fast for him and soon left him behind.

Among other well-known drivers and frequenters of the Speedway out yesterday were J. A. Megargee, driving Lady Walker; A. E. Thompson, behind Watch Eye; S. B. Clark, driving his fast and handsome team, composed of Elmo Maid and Lady Cheltingham; Samuel E. Nevins, driving his team of gray mares, Louse and Baby Bunting; the Superintendent of the Speedway, John Quinn, behind his black horse, Lutie; G. W. Price, driving the black gelding, General Sherman; T. C. Cockrell, driving Honor Bright; George B. Brown, behind Dexter K.; Isaac A. Hopper, driving Lucie; Charles C. Schildwachter, with his mare Nancy; J. Luhs, behind the fast road horse, Prince Caffrey; Charles Thompson, driving Fearnaught, Jr., better known to the frequenters of the Speedway as Silver Dollar, because of a white spot about as big as a silver dollar on the horse's back; John B. Barry, driving Sixteen; Patrick Ryan, behind his team, composed of Bromanus and Molly; Peter Esler, driving the well-known pacer, Noble; Fred Sackett, driving his brown horse, Count.

A fast team that is expected on the Speedway during the week is composed of Sam T. and Jack Miller, owned by Charles Chipman of Germantown, Penn. They will try the speed of some of the favorites, and, judging by their record, will give them a pretty lively race.

NEW WEST SIDE ATHLETIC CLUB.

Good-Sized Crowd Present at the Monthly Members' Games.

The monthly members' games of the New West Side Athletic Club yesterday brought out a crowd of 400 spectators to the club grounds on West Fifty-fourth Street. The one-mile steeplechase proved the best race of the day. William McLaughlin, the scratch man, came within two feet of beating C. Helberg, who had 100 yards handicap. J. Malone was third. Helberg won in 5:18 4-5.

The seventy-yard dash, handicap, was also won by Helberg, who had 8 feet handicap, with J. Donohue, 9 feet, second, and A. Anderson, 13 feet, third. Time—0:07 3-5. A foot separated the three men as they reached the tape.

J. Malone, with 32 yards handicap, won the 880-yard run in 2:09 4-5. M. Cregan, 27 yards, was second, and G. Arnold, scratch, was third.

The 220-yard run was won by J. Dover, 13 yards handicap, in a walk-over. A. Peterson, 7 yards, was second, and J. Donohue, scratch, third. Time—0:26 1-5.

A. Peterson won the pole vault, clearing 8 feet. His handicap was 2 feet 6 inches. J. J. Burke won the contest in putting the twelve-pound shot, covering 44 feet.

John Malone now leads in points for the season, with 31 points. George Arnold is second, with 22 points, and John Dover third with 18 points. At the next meeting, the second week in October, the club championship will be decided, and it looks now as if John Malone will carry off the prize.

YALE'S FOOTBALL MEN ARRIVE.

Candidates for Positions on the Eleven Gather at New Haven.

NEW HAVEN, Conn., Sept. 17.—Many Yale football eleven candidates arrived in the city to-night for the preliminary practice to-morrow afternoon on Yale Field. Several of the leading candidates have been in the city for days getting into physical condition by doing gymnasium work.

Capt. McBride will arrive early to-morrow, and will call his thirty men together before noon in anticipation of the active work on Yale Field. It is not yet known definitely whom Capt. McBride has chosen for head coach of the eleven, but it is said on the very best authority that the choice has fallen on ex-Capt. James Otis Rodgers, who Captained the eleven in 1897.

The feeling that Mr. Rodgers will be head coach gives very general satisfaction among local Yale graduates.

Fancy Worsteds.
Suits to order, $20.
Your choice of hundreds of designs, weaves, and colorings.

Full Dress Suit,
silk or satin lined, to order, $30—our specialty.
Write for samples.

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ESTABLISHED 1880.
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Keeping Your Seat

is where the great pleasure comes in in riding the bicycle. On a rough road the ordinary wheel gives you a thorough shaking up, and if you are at all nervous or in delicate health it is most unpleasant.

The Stearns Cushion Frame Bicycle

overcomes all these faults. You keep your seat no matter how rough the road, and it does away with all jolting and lessens the fatigue on long-distance runs. Get a Cushion Frame if you want to ride luxuriously and keep your seat.

Metropolitan Agents,
TINKHAM CO.,
306 West 59th Street.

ON THE BASEBALL FIELD.

The New York Team Makes a Poor Showing at Weehawken Against the St. Louis Players.

How the Clubs Stand.

Clubs.	Won.	Lost.	P. C.
Brooklyn	89	38	.701
Philadelphia	83	48	.634
Boston	79	50	.612
Baltimore	74	53	.583
St. Louis	75	59	.560
Cincinnati	73	59	.553
Chicago	67	64	.511
Pittsburg	62	68	.477
Louisville	60	70	.462
New York	53	75	.414
Washington	48	80	.375
Cleveland	19	118	.139

Games To-day.

Chicago in Brooklyn.
Pittsburg in Boston.
Louisville in Philadelphia.
Cincinnati in Baltimore.
Cleveland in Washington.

The New York team never was anything but a poor second in yesterday's ball game in Weehawken. The St. Louis players started off with five runs and added more tallies so rapidly that so far as a contest was concerned interest in the game reached a low ebb before four innings had been played. Those who enjoy heavy batting, however, were entertained by the lusty stick work of the Missourians. They batted Carrick hard and often, forcing him to retire in the sixth inning. Garoni then took up the pitching task, and no more scoring was done by the visitors.

Tebeau's men made five triples and two doubles, two of the triples, one of the doubles, and two singles being made in one inning. Sutthoff, a new pitcher, was effective throughout for the St. Louis team. He gave six bases on balls, but the New Yorks were not able to turn this liberality to advantage because of their scarcity of base hits.

There was some high-class fielding, particularly by St. Louis. Wallace had a busy day of it at short stop, and acquitted himself in a creditable manner, one of his stops of a fast grounder being of the sensational order. Wilson's slow fielding in right field and at first base was of considerable assistance to the victors. The score:

ST. LOUIS.	R	I	B	P	O	A	E	NEW YORK.	R	I	B	P	O	A	E
Donlin, cf.	2	4	1	0	0			V. Hal'n, cf.	0	2	2	1	0		
Heidrick, rf.	3	2	1	1	1			O'Brien, lf.	1	1	2	0	0		
Burkett, lf.	1	1	3	2	0			Foster, rf.	0	0	0	0	0		
Scheck, 1b.	2	3	15	0	0			Doyle, 1b.	0	0	6	0	1		
Cross, 3b.	1	1	2	1	0			Davis, ss.	1	2	4	3	0		
Wallace, ss.	2	3	2	2	0			Will'n, 1b&rf.	0	0	0	0	0		
Childs, 2b.	0	0	1	5	0			Gleason, 2b.	1	1	4	1	0		
O'Connor, c.	2	3	3	0	0			Wrigley, 3b.	0	1	1	1	0		
Sutthoff, p.	1	1	0	0	0			Warner, c.	1	3	5	4	0		
								Carrick, p.	0	0	0	0	1		
Total	14	20	27	16	2			Garoni, p.	0	0	0	1	0		
								Total	4	10	24	11	2		

St. Louis	5	0	3	2	4	0	0	0	1	—14
New York	0	0	0	2	0	1	0	0	1	— 4

Earned runs—St. Louis, 8. Two-base hits—Van Haltren, O'Brien, Donlin, Heidrick. Three-base hits—Donlin, Heidrick, Scheck, Wallace, Sutthoff. Left on bases—St. Louis, 5; New York, 10. First base on balls—Off Sutthoff, 6; off Carrick, 4. Struck out—By Sutthoff, 3; by Carrick, 4. Stolen bases—Scheck, Wallace. Double plays—Davis, Gleason, and Doyle; Heidrick and Scheck. Passed balls—O'Connor, 2. Umpires—Messrs. O'Day and McDonald.

NATIONAL TENNIS TOURNAMENT

Will Open in Cincinnati To-day and Continue All Week.

CINCINNATI, Ohio, Sept. 17.—Under the auspices of the Lawn Tennis Association of this city, a National open tennis tournament will begin here to-morrow morning, and continue all week. Prizes aggregating $700 are offered in the five events, including gentlemen's singles, ladies' singles, gentlemen's doubles, ladies' doubles, and mixed doubles.

The leading players of the country are here for the week, and some of them have been in practice the past week.

MR. VANDERBILT'S EXAMPLE

Pulpit Dwells Upon His Public Spirit and Philanthropy.

IN ST. BARTHOLOMEW'S CHURCH

Lesson of the Good Citizen—Mr. G. W. Vanderbilt Present—Memorial Services at Newport.

Several clergymen in this city and Brooklyn yesterday in the course of their sermons referred to the late Cornelius Vanderbilt in terms of eulogy.

At St. Bartholomew's Church there was a large congregation. The funeral of Mr. Vanderbilt last week brought the church into much publicity, and many of the strangers in the city for the Dewey celebration and other purposes were drawn there out of sheer curiosity and also to listen to whatever might be said about the dead financier and philanthropist.

The only member of the family present was Mr. George W. Vanderbilt, who was accompanied by his wife.

The assistant rector, the Rev. Leslie E. Learned, preached on immortality. "The man with a competence," he said, "who desires that his family shall be benefited by his example rises above the mere gratification of ephemeral desires. He is not petty in his citizenship. He does not criticise in a petty spirit the Chief Executive or his Congress, but so lives as to win respect for himself and add to the good repute of himself and family. What one man shall do so shall another."

In the Bloomingdale Reformed Church the rector, the Rev. Madison C. Peters, took for his text Matthew xxv., 21: "Well done, thou good and faithful servant, enter thou into the joy of thy Lord." He said, in part:

"Mr. Cornelius Vanderbilt is now in his grave, and it may not be inappropriate to pause a moment to say a kind word over the inanimate dust of him who, departing, left behind him so many warm and grateful friends. He was a type of our best citizenship, a sincere and devoted Christian. When all the rich men of America shall stretch out to the struggling masses of humanity the kindly hand of the late Mr. Vanderbilt they will do what shot and shell cannot do, what armies with bayonets cannot do—stop the quarrel between labor and capital. It may be well for every rich man of this city to ask himself, 'When I pass on shall I be thus kindly remembered?' Remember that the blessings God has bestowed upon you He intended to be blessings to others. What God gives you He gives you for the good of mankind. Would you be thus remembered act as though your life belonged to the race."

"The Gospel of a Great Life as Illustrated by Cornelius Vanderbilt" was the theme of the Rev. Daniel H. Overton, pastor of the Greene Avenue Baptist Church, Brooklyn. Mr. Overton said, in part:

"The study of the great lives of any period or country is the study of that period or country. Prominent among the great lives of this city has been, I believe, the life of Cornelius Vanderbilt. His life has been a new and living gospel in the realm. Produced by the Gospel of Christ, it in turn has produced a gospel for Christ and for Christianity and for Christian manhood in the world. His highest glory was not that he was a railroad king, but that he was one of the Princes of the King of Truth.

"Prominent among the traces of his life was that of liberality. He gave much to many good causes, and was apparently a faithful steward of immense wealth.

"God grant that those who bear his name may exemplify his virtues and carry on his work, and may we all learn lessons from the gospel of his life."

EULOGIES ON MR. VANDERBILT.

Newport Ministers Speak of His Life and Charitable Acts.

Special to The New York Times.

NEWPORT, Sept. 17.—During the services at the First Presbyterian Church, the pastor, the Rev. George Whitfield Mead, formerly of New York, devoted his entire sermon to the great loss the country at large and especially Newport, has recently sustained through the death of Cornelius Vanderbilt.

During the sermon the pastor referred to the life and the many charitable deeds of Mr. Vanderbilt and his most recent act of charity here in saving the home of a highly respected Newporter and former business man. The pastor then spoke of the esteem in which the deceased was held by the people of the First Presbyterian Church, to the completion of which he had contributed, and closed by asking the congregation to unite in a prayer for the departed great and good man.

At St. George's Church, the Rev. Montgomery Rich, the rector, spoke on the great life and work of Mr. Vanderbilt, by whose death, he said, Newport was a great loser, as its greatest benefactor passed away when Mr. Vanderbilt died.

The vestry of Trinity Church will meet to-morrow evening to take action on Mr. Vanderbilt's death.

PULPIT UPHOLDS DREYFUS.

Dr. Peters and Other Clergymen Condemn the Verdict and Mourn the Position of France.

The Rev. Dr. Madison C. Peters of the Bloomingdale Reformed Church, Broadway and Sixty-eighth Street, in the prelude to his sermon last evening, said:

"Pardoning Capt. Dreyfus will not right the great wrong. The stain of dishonor must not rest on an innocent man. If the Court of Cassation allows the infamous verdict to stand it will proclaim to all the world that the once powerful watchwords, Liberty, Fraternity, and Equality, are dead. In the eyes of the world Dreyfus is vindicated. The sentence pronounced by the subservient tools of a shamelessly corrupt military system does not brand Dreyfus a traitor in the eyes of the world. He was condemned, the innocent for the guilty on the General Staff, and he was condemned solely because he was a Jew.

"The verdict against Dreyfus may be a seeming victory for the military party, but if France further humiliates this innocent man for others' faults, she will arouse a tide of indignation that will prove fatal to her commerce, if not disastrous to the republic."

The Rev. Dr. W. S. Crowe, pastor of the Church of the Eternal Hope, 142 West Eighty-first Street, took as his subject at his morning sermon "The Religious Aspects of the Dreyfus Case." Dr. Crowe said, in part:

"The great matter in which the whole civilized world has vital interest is that a modern nation, a so-called republic, is in the throat of militarism, and that this particular militarism is not simply a tyrant force, but a corrupt political machine. The supreme concern is that men without conscience rule the French Army, and that the army rules the people.

"It is a pitiable case when a novelist and a lawyer and an editor must furnish the bulk of the moral stamina for an entire nation, and when they must take their lives in their hands and go as martyrs, to demand simply that an accused man be honestly tried according to law and evidence.

"Religious persecution in France to-day is exactly what religious persecution everywhere has always been—a mixture of politics and superstition, a combination of villainy and ignorance. Scheming hypocrites, who care for no religion, supply the villainy. The devout and thoughtless masses provide the superstition. Ingorant honesty is the tool of shrewd criminality."

In the Madison Avenue Presbyterian Church Dr. Howard Agnew Johnston, the pastor, drew some lessons from recent French history. He said, in part:

"France is reaping a harvest to-day which any nation must surely reap which will sow the seed which France has sown in the past. Therefore the question of tremendous importance is the question as to how far we are sowing the very seed which brought this terrible fruition to the fair land over the sea. The Bible makes more of the responsibility of a nation as a nation than we are wont to recognize in our time. As you study the Scriptures you will realize that a sort of national personality protrudes itself. The movement through the centuries becomes a movement of a people whose career is much like that of an individual. Now, I believe we need in our own land a new infusion of this sense of our solidarity as a people. We must find the lessons from France such as to give us earnest pause, such as to burden us with solicitude for our own beloved Nation's life.

"It was twelve years ago this Summer that I went one Sunday morning in the City of Paris to the famous Catholic Gallican Church, in the Rue d'Arras, where Père Hyacinthe preached to his loyal people. His sermon was taken from the first chapter of the book of the prophet Jeremiah, beginning at the words of the fifth verse: 'I ordained thee to be a prophet unto the nations.' Père Hyacinthe announced that the spirit of prophecy was upon him, and that he had a message for France. He said France was watched with more uneasiness by her neighbors than any other European nation. Europe is uneasy because France is unstable. To-day she is a republic; yesterday she was an empire; to-morrow she will be—no man knows what. The end of the Church's labor must not be wealth and temporal power. A nation's luxury has ever been the precursor of that nation's fall. One great ollmax in the sermon was reached in the utterance: 'The horrors of the French Revolution began in the splendors of Versailles.' How like prophecy indeed do those words of the great French preacher appear to-day."

IN THE GOSPEL TENT.

Cool Temperature Remedied by Palms —Dr. MacArthur's Sermon.

The Rev. Dr. Robert S. MacArthur preached yesterday at the Gospel Tent "Glad Tidings," Fifty-sixth Street and Broadway. The congregation quite filled the tent and listened to a discourse on Christian living. Many of the clergymen on the platform were from out of town. The leader, the Rev. Hartwell Pratt, called attention to the cool weather which prevailed last week, and which affected the attendance somewhat. He said the temperature, so far as the tent was concerned, had been remedied by the purchase of a number of palm trees, which were in the tent yesterday. No one, he said, ever heard of it being cool under a palm tree, and he hoped to hear no further complaints.

After the usual service of praise Dr. MacArthur arose to preach. Frequently during the sermon cries of "Amen," and "Bless the Lord" were heard. He took his text from Isaiah xl., 31: "But they that wait upon the Lord shall renew their strength; they shall mount up with wings as eagles; they shall run and not be weary, and they shall walk and not faint."

Dr. MacArthur said this was a favorite text of his, from which he had preached many time in many countries. Speaking of the Christian ideal of service toward God he said: "God never puts a premium upon laziness. The Christian will wait upon the Lord, but he must remember that God will never do what we can do for ourselves. The farmer must plant his seed. They wait upon God best who work the most and trust in God the most."

The service yesterday opened the fourteenth week of the tent meetings. Services will be held every night this week except Saturday. The speakers will be: To-night, the Rev. Robert Wood of England; Tuesday, the Rev. A. C. Dixon, D. D.; Wednesday, the Rev. Robert E. Speer of Northfield; Thursday, the Rev. J. F. Carson of Brooklyn, and Friday, the Rev. J. Wilbur Chapman, D. D.

THE CHURCH'S FIRST DUTY.

Dr. Loring W. Batten Talks About Preaching the Gospel.

The Rev. Dr. Loring W. Batten, in his sermon yesterday at St. Mark's Protestant Episcopal Church, dwelt at some length upon the dangers confronting the "institutional Church." The subject of his sermon was "Preaching the Gospel the Church's first duty." His text was from St. Mark xiii., 10, "And the Gospel must first be preached unto all nations."

Dr. Batten said that the Church has caught the spirit of the age as far as its rush and turmoil were concerned. "The parishes," said he, "which are deemed most successful are those in which the method of seeking quick results is most conspicuous. The questions which are asked about a parish are such as these, How many thousand communicants has it? How long does one have to stay on the waiting list to get a pew? How long before the service does one have to stand in line to get a seat? How many thousands of dollars are spent annually in the parish itself? How many guilds, &c., are in active operation. And of a clergyman it is asked whether he is a worker."

In speaking of the effect of these methods Dr. Batten said: "If one were to ask the various churches to state in a word the one thing they were trying to accomplish, I think many would find it hard to answer."

Dr. Batten urged as the remedy for this state of affairs the necessity for more preaching of the Gospel, with the indifference concerning the results which the early Apostles had. This indifference to results, he said, was a conspicuous element in Christ's ministry.

"The Gospel," he said, "for the preaching of which, and for that alone, the Church exists, is to be preached in every activity to which the Church puts her hand. If she has any agency through which this Gospel cannot be preached it should be cut off."

BAPTIZED IN FAITH CURE.

Converts of Mount Zion Sanctuary Immersed in Chilly Waters.

Several hundred persons witnessed the baptism in the chilly waters of the bay of three converts to faith cure and Christianity at the Mount Zion Sanctuary, Greenville, N. J., yesterday afternoon.

The baptism took place on the little beach adjoining the sanctuary at the foot of Chapel Avenue immediately after the regular devotional and testimony services. It was one of the events of a ten days' series of meetings now being held in connection with the annual convocation of disciples of the Church of the First Born, and the celebration of the seventeenth anniversary of Mount Zion Sanctuary. The church was packed to the doors at the special services yesterday, and many enthusiastic testimonies of cures through faith were given by those present. So far no notable cases of recovery through faith as a result of the present convocation have been reported. Every afternoon this week, however, the afflicted will be anointed and prayers offered for their recovery at the sanctuary. The pastors expect unusual cures to follow.

About fifty delegates to the convocation from all over the United States had arrived yesterday. Many more are expected later. Special services will be held morning, afternoon, and night all this week.

Strangers' Sunday Service.

Under the name of the Strangers' Sunday Service, the remnant of the old Church of the Strangers which did not move to Fifty-seventh Street began yesterday as an independent religious organization. They have called the Rev. Naboth Osborne, recently ordained, and he began his work yesterday. The service is held each Sunday evening in the Twelfth Street Reformed Presbyterian Church, near Sixth Avenue, but a place of worship of their own is looked forward to. The membership numbers about 100 and is steadily growing.

New Church at Westport, Conn.

Special to The New York Times.

NORWALK, Conn., Sept. 17.—Fully 8,000 persons yesterday afternoon witnessed the imposing ceremonies with which the cornerstone of the new church edifice of the Church of the Assumption of Westport was laid. The Right Rev. Bishop Tierney of Hartford officiated, assisted by twenty-five priests from adjoining towns. The sermon was by the Rev. P. McLeon of Milford. The new structure will be of granite, and will cost in the neighborhood of $75,000.

Catholic Young Men's Union.

There is a total membership of 50,000 in the Catholic Young Men's National Union, whose twenty-fifth annual convention will open in Newark, N. J., to-morrow morning. It is expected to be the most successful and most largely attended session of the union ever held. The union was organized in Newark, and Mgr. Doane of that diocese was its first President. Bishops McQuaid of Buffalo and Wigger of Newark are expected to be present at the convention's opening session. The Rev. William T. McGuire of the Church of the Visitation, Brooklyn, is the present President of the union. Father McGuire has declined to be a candidate for re-election, and the Rev. B. M. Hogan of Rahway, N. J., may be elected to succeed him.

Evening Schools to Open Oct. 2.

The regular evening schools for juniors and seniors will be open for registration today. The hours of registration are from 7 to 9:30 o'clock P. M. The applicants for admission to senior schools must be over sixteen years and the subjects taught are reading, composition, arithmetic, bookkeeping, penmanship, phonography, sewing, drawing, and cooking. Junior pupils must be between the ages of fourteen and eighteen years. In the junior schools are taught reading, history, spelling and definitions, arithmetic, penmanship, bookkeeping, and geography. Regular sessions will begin on Oct. 2.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.74¾
Corn, No. 2 mixed	.40¼
Oats, No. 2 mixed	.26¾
Flour, Minnesota patents	$3.95
Cotton, middling	.06⅝
Coffee, No. 7 Rio	.05 7-16
Sugar granulated	5.31
Molasses, O. K. prime	.35
Beef, family	11.00
Beef, hams	26.00
Tallow, prime	.04¾
Pork, mess	9.25
Hogs, dressed, 160 lb.	.06¾
Lard, prime	5.65
Iron, Northern, No. 1 foundry	22.50
Butter, Western creamery	.23

CHICAGO, Sept. 16.—Flour, straights, $2.80@$3.20; bakers', $2.20@$2.60; Winter patents, $3.50@$3.60; straights, $3.10@$3.35; Spring straights, $4.10; Spring patents, $3.40@$3.70; No. 3 Spring wheat, 86@89c; No. 2 red, 71½c; No. 2 corn, 32¾c; No. 2 yellow, 32¾c; No. 2 oats, 22½@22¾c; No. 2 white, 24½@25c; No. 3 white, 23¾@24½c; No. 2 rye, 57@57½c; No. 2 barley, 38@45c; No. 1 flax seed, $1.10; Northwestern, $1.12; prime timothy seed, $2.35; mess pork, per bbl, $7.30@$8; lard, per 100 lb, $5.10@$5.27½; short ribs, sides, (loose,) $5.05@$5.35; dry-salted shoulders, (boxed,) 4¾@5c; short clear sides, (boxed,) $5.55@$5.60; whisky, distillers' finished goods, per gallon, $1.22; sugars, outloaf, 5.83c; granulated, 5.31c; clover, $6@$7.50.

COTTON.—The market for cotton futures had all the characteristics of a stupid, half-holiday affair. Neither side manifested any desire to adopt aggressive methods, preferring rather to close up the more straggling outstanding obligations in anticipation of a quiet half-holiday and Sunday. In this disposition they were aided by an almost total absence of influential feature in the way of news. The Liverpool cables, public and private, reflected uneventful markets abroad; the Southern information pointed to no significant changes in the crop condition, state of sentiment generally, or crop movement. The close was quiet and steady with prices net unchanged to 2 points lower. Spot cotton was quiet and unchanged, middling upland quoted 6⅝c. Sales were 1,031 bales, mostly for export, direct shipment. Contract prices ranged as follows:

	Open.	High.	Low.	Close.
September	....	....	....	5.94@5.96
October	5.97	5.99	5.97	5.98@5.99
November	6.03	6.03	6.02	6.02@6.03
December	6.10	6.10	6.08	6.09@6.10
January	6.15	6.15	6.13	6.14@6.15
February	6.18	6.18	6.18	6.17@6.18
March	6.22	6.22	6.19	6.21@6.22
April	6.24	6.24	6.23	6.24@6.25
May	6.28	6.29	6.27	6.26@6.28
June	6.30	6.30	6.30	6.30@6.31
July	....	....	....	6.32@6.33

FUTURES.

NEW YORK PRICES.

	Open.	High.	Low.	Close.
Wheat—				
September	78⅝	78⅝	78¼	73½
December	76¾	76¾	76 1-16	76¼
May	79 3-16	79¾	79¼	79¼
Corn—				
September	....	....	....	35¾
December	36	36	36	36
May	....	....	....	35¾

CHICAGO PRICES.

	Open.	High.	Low.	Close.
Wheat—				
September	71⅛	71 3-16	70⅝	71⅛
December	71⅛	71⅝	70 11-16	70⅝
May	74⅛	74 5-16	73½	73½
Corn—				
September	32¼	33	32⅜	32¾
December	27⅞	28 15 16	28⅝	28¾
May	29 13-16	29¾	29⅝	29⅝
Oats—				
September	21⅞	22	21 9-16	21⅝
December	21½	21¾	21½	21½
May	22⅞	23	22¾	22⅞

BREADSTUFFS.—WHEAT—The market for wheat was rather disappointing Saturday, although prices advanced a little. The disappointment consisted largely in the attention developed by outsiders and respecting the export business, following Friday's more active overture. The market, however, opened ¼@⅜c higher, following an advance of ⅜d at Liverpool and a very fair average of the rest of the foreign markets, with some pretty loud talk about September corner at Chicago. Later our market became very dull, with transactions confined exclusively to local traders, but was finally steady at a net improvement of ¼c. No. 2 red, 75¾c, elevator, and 74¾c free on board, afloat; No. 1 Northern, Duluth, 78¾c, free on board, afloat. On the curb December ranged frod 75 15-16 to 76¼c, closing at 75¾c bid.

MINNEAPOLIS, Minn., Sept. 16.—Close—Wheat on store: No. 1 Northern, September, 66¾c; December, 67½c; May, 69¾c. On track: No. 1 hard, 71@69½c; No. 1 Northern, 70@67½c; No. 2 Northern, 68¾@65½c.

DULUTH, Sept. 16.—Wheat—No. 1 hard, cash, 70½c; No. 1 Northern, cash, 67½c; September, 67½c; December, 67½c; May, 71¼c; No. 2 Northern, 65¾c; No. 3 Spring, 61½c.

MILWAUKEE, Sept. 16.—Wheat—Lower; No. 1 Northern, 71@72½c; No. 2 Northern, 68½@69½c. Rye—No. 1, 58c. Barley—No. 2, 45¼c; sample, 40½@42½c.

CORN—No. 2 white corn, 8¾c over Chicago September; No. 2 corn, old, 3c over Chicago September.

OATS—No. 2 oats closed 26¼@26½c; No. 3 oats, 26c; No. 2 white, 28½c; No. 3 white, 27½c; track, mixed, 26½@28c; track, white, 27@33c; No. 2 white, clips, 29c. On the curb December ranged from 26c to 26¾c, and closed at 26c.

RYE—No. 1 Western, 65c, free on board, afloat, and No. 2 Western, 64c, spot; State rye, 59@60c, cost, insurance, and freight, New York, car lots.

BARLEY—Feeding, 41@43c, cost, insurance, and freight, Buffalo; malting, 45@50c, delivered, New York.

FLOUR AND MEAL—Spring patents, $3.85@$4; Winter straights, $3.30@$3.40; Winter patents, $3.55@$3.75; Spring clears, $2.95@$3.10; extra No. 1 Winter, $2.65@$2.80; extra No. 2 Winter, $2.40@$2.50; no grade, $18.75, to arrive. Rye Flour—Fair to good, $3.15@$3.50; choice to fancy, $3.35@$3.50. Cornmeal—Kiln-dried, $2.20@$2.30, as to brand. Bagmeal—Fine white and yellow, 90c; coarse, 74@76c. Feed—Spring bran, bulk, $15@$15.25; sacks, to arrive, 200 lb, $15.75; sacks, spot, $15.75@$16; coarse Winter bran, $16@$18; latter white; fine, $15@$15.25; middlings, $16@$18; city feed, $16@$16.50; hominy chop, $15.50, bulk; oil meal, $25@$25.

MINNEAPOLIS, Minn., Sept. 16.—Flour strong; first patents, $3.85@$3.95; second patents, $3.65@$3.75; first clears, $2.80@$2.90; second clears, $2.30@$2.35. Bran, $10 50.

PROVISIONS.—PORK—Mess, $8.75@$9.50; family, $11.50@$12; short clear, $10.25@$11.75. BEEF—Mess, $9@$9.50; family, $10.50@$11.50; packet, $10@$10.50; extra India mess, $14.50@$16. BEEF HAMS—$25.50@$26.50. DRESSED HOGS—Bacons, 6¼c; 180 lb, 6¼c; 160 lb, 6¾@6¾c; pigs, 7¼c. CUTMEATS—Smoking bellies, 7@7¼c; 10 lb, 6¾@7c; 12 lb, 5¾c; 14 lb, 5¾c; pickled shoulders, 6@6¼c; pickled hams, 9¾@10c; Western greens, 8¾@8¾c; Western S. P., 9¼c; city greens, 9¼c. TALLOW—City, 4¾c asked; country, 4¾c. LARD—$5.65; city lard, $4.25; refined lard, South America, $6.50; Continent, $6; Brazil, kegs, $7.50; city, 4¾c; Western, 5c. STEARINE—Oleo, 7c bid; city lard stearine, 6¾@7c.

COFFEE.—Shorts snapped up several extensive lines of coffee offered by local longs and a few of the more rabid bears around the opening, and for a time speculation showed encouraging activity. But subsequent events proved less interesting, trading having dropped off precipitously and fluctuations tapering down to a mere nothing. Officially, the market opened steady in tone at unchanged prices to an advance of 5 points. At the closing the feeling was quiet, with prices not unchanged to 5 points lower.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
September	4.15	4.15	4.15	4.10@4.15
October	4.15	4.15	4.15	4.10@4.15
November	4.20	4.20	4.20	4.15@4.20
December	4.40	4.45	4.40	4.35@4.40
January	4.45	4.45	4.45	4.40@4.45
February	....	....	....	4.50@4.55
March	4.60	4.60	4.60	4.55@4.60
April	4.65	4.65	4.65	4.60@4.65
May	....	....	....	4.65@4.70
June	....	....	....	4.70@4.80
July	4.80	4.80	4.80	4.80@4.85
August	....	....	....	4.85@4.90

FOREIGN MARKETS.—Santos—Coffee market steady; good average Santos, 5$800; receipts, 43,000 bags; stock, 1,171,000 bags. Hamburg—Coffee market opened unchanged; at 2:30 P. M., net unchanged; sales, 5,000 bags. Havre—Coffee market opened irregular and unchanged; at 12 M., unchanged; sales, 5,000 bags. January, 31.50; February, 31.75; March, 32.00; April, 32.25; May, 32.50; June, 32.75; July, 33.00; August, 33.25; September, 31.00; October, 31.00; November, 31.25; December, 31.25. Rio—Coffee market weak; No. 7, 6$325; exchange, 7 23-32d; receipts, 18,000 bags; cleared for the United States, 9,000 bags; cleared for Europe, 6,000 bags; stock, 361,000 bags.

SUGAR.—Centrifugal, 4⅞c; muscovado, 3¾c; molasses, 3 11-16c.

METALS.—Iron—Northern, No. 1 foundry, $22.50; Southern, No. 2 soft, $19.50; steel rails, $33; pig iron warrants, $17; lake copper, ingot, $18.50; tin, $32.75; Exchange, lead, $4.60; spelter, $5.55.

OILS.—Petroleum, barrels, $8.65, and in bulk, $6.15; Philadelphia, barrels, $8.50, and in bulk, $6.10; refined, cases, New York, $9.90; crude naphtha, cargoes, $10.50; deodorized, $11. Cottonseed Oil—Prime crude, nominal; prime crude, free on board, mills, 17@18c; prime Summer yellow, 2 2½@26c; off Summer yellow, 25c; butter grades, 28@30c; prime white, 28@29c; prime Winter yellow, 30@31c; linseed, American, raw, 44@45c; American, boiled, 46@47c; Calcutta, raw, 60c; lard oil, 42@44c.

NAVAL STORES.—Tar, regulars, $2.25; tar oil, barrels, $4.25@$4.50; spirits of turpentine, 49¾@50c; resin, common to good, strained, $1.25@$1.27½; E, $1.40; F, $1.45; G, $1.50@$1.55; H, $1.60@$1.65; I, $1.70@$1.75; K, $1.85@$1.90; M, $2.15@$2.20; N, $2.60; W. G., $3.25; W. W., $3.45 @$3.50.

CHARLESTON, S. C., Sept. 16.—Turpentine, nothing doing. Resin unchanged.

SAVANNAH, Ga., Sept. 16.—Spirits of turpentine, 47c. Resin unchanged.

WILMINGTON, N. C., Sept. 16.—Spirits of turpentine, firm, 45½c. Resin, 90c and 95c. Crude turpentine, $1.80, $2.50, and $2.50. Tar, $1.80.

LIVE STOCK.—Veals at $6@$6.65, no choice here; grassers and fed, $3.50@4.37½; city dressed veals, 10@13c per lb. Sheep—$3.50@$4.75; lambs, $4.62½@$6.50. Hogs—$4.90@$5.10.

FEDERAL COURTS.

Calendar for Monday, Sept. 18.

UNITED STATES CIRCUIT COURT—Lacombe, J.—Opens in Room 124, Post Office Building, at 11 A. M.

Motion calendar. Adjourned cases.

1—Warne vs. Smith.
2—Springer vs. Hageman.
3—Colliery Engineer Co. vs. Peale.
4—Dick vs. Hawthorne.
5—In re Steiner.
6—Duysters vs. Garfield Water Co.
7—Jakab vs. Erdelyi.
8—Slingham vs. Mutual Reserve Fund Assn.
9—Davis vs. N. Y., N. H. & H. R. R.

Cases noticed.

11—U. S. vs. Walsh.
12—Springer vs. Hageman.
18—Gebest vs. Dunne & Ryley.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division.—Recess.

SUPREME COURT—Appellate Term—For the hearing of appeals from City Courts and Municipal Courts. Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Truax, J.—Opens at 10:30 A. M. Litigated motions.

1—Kiralfy vs. Tompkins.
2—Wolf vs. Mendham.
3—Lange vs. Goodwin.
4—In re Lancaster.
5—Excelsior Savings Bank vs. Freise.
6—Gullick vs. Freise.
7—Fraser vs. Simmons.
8—Burnett vs. Simmons.
9—Brown vs. Williams.
10—In re Vieu.
11—Du Hamel vs. Du Hamel.
12—People ex rel. Pomeroy vs. Board of Health.
13—Lietze vs. Corliss Steam Engine Co.
14—In re Woodward.
15—Mitchell vs. Friedman.
16—In re Just.
17—Busey vs. Foster.
18—In re Bozeman.
19—Berlin Machine Works vs. A. F. Engelhardt Co.
20—Boyle vs. Schrami.
21—In re Keller.
22—Martin vs. Martin.
23—Hughes vs. Harlem.
24—Behrens vs. Behrens.
25—Schmirer vs. Schmirer.
26—In re Shepard.
27—In re N. Y. Sandy Hook Pilots' Charitable Fund.
28—Howell vs. Jayne.
29—In re Stephenson.
30—Ives vs. Samuels.
31—Sheehy vs. Clausen.
32—McEntyre vs. Tucker.
33—McBride vs. Meade.
34—Ackerson vs. Hoboken Ferry Co.
35—Fisher vs. Eidlitz.
36—Drotlef vs. Fish.
37—People ex rel. Palmieri vs. Hagen.
38—Cutolo vs. Cutolo.
39—Regan vs. Tyler.
40—Scalfield vs. Cutting.
41—Birkmire vs. Schopper.
42—Nat. Broadway B'k vs. Bennett Mfg. Co.
43—Tribune Assn. vs. Elsner.
44—Hubbard vs. Barnett.
45—Andre vs. Andre.
46—Paul vs. Morton.
47—Mooney vs. Baguhle.
48—Albel vs. Libman.
49—La Tannenbaum & Co. vs. Mason.
50—Newman vs. Polan.
51—Jones vs. Reilly.
52—Matter of Ward.
53—United Brotherhood of Cloakmakers vs. Perlstein.
54—O'Brien vs. Desmond.
55—Sparks vs. Belfeld.
56—Flagg vs. Parke.
57—Matter of Craven.
58—Briganti vs. Rinaldo.
59—Weimann vs. Weimann.
60—Brundage vs. Brundage.
61—People, &c., vs. Mutual Ben. Life Assn.
62—Watkins vs. Watkins.
63—Seeman vs. Walters.
64—People ex rel. Walsh vs. Police Board.
65—Rubenstein vs. Fruin-Bambrick Con. Co.
66—Hassinger vs. Wittner.
67—Caplin vs. McWilliam.
68—Dorsey vs. Rinaldo.
69—Breck vs. Reed.
70—Matter of McManus.
71—Beck vs. Sutherland.
72—Laderer vs. Creames.
73—Klausner vs. Hagemann.
74—Panzella vs. Panzella.
75—Schnurer vs. Schnurer.
76—Karrick vs. Unna.
77—Rutman vs. Rutman.
78—People ex rel. Cunning vs. York.

SUPREME COURT—Special Term—Part II.—Beekman, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VI., VII., and VIII. Adjourned for the term.

SUPREME COURT—Trial Term—Parts I., II., III., IV., V., VII., VIII., IX., X., XI., and XII. Adjourned for the term.

SURROGATE'S COURT—Chambers—Fitzgerald, S.—Wills for probate. At 10:30 A. M.

Leopoldine Anders, Emily Jackson, Mary Howell, Herman I. Foss, Dorcas T. Aborn, Mary Doyle

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—Fitzsimons, C. J.—Opens at 10 A. M. Held in Part IV. Room, Brownstone Building, (Chambers Street.) Motions must be made returnable at 10:30 A. M. Adjourned.

CITY COURT—Trial Term—Parts I., II., III., and IV. Adjourned for the term.

COURT OF GENERAL SESSIONS—Part I.—McMahon, J.—Opens at 10 A. M. Assistant District Attorneys Townsend and Cowan for the People.

1—John O'Connell, 2—William Roussell, Caesar Cella.
3—Lewis Weisman.
4—Michael Stillman.
5—Harry Wipley.
6—John O'Brien, Patrick McKinney, William Gordon.
7—Joseph Gordon.
8—Daniel Flynn.
9—Edward Fitzgerald, Henry Butler.
10—James McShane.
11—George Blake.
12—Arthur La Due.
13—Paul Roehl.
14—Daniel Cunningham, William Rehfus, Joseph Mullins, James Moran.
15—Bernard Hanley.

Pleadings.

1—Robert Barnes.
2—John Sheehan.
3—William Hayes.
4—William Newcombe.
5—Orlando Hackett.
6—George A. Carpenter.
7—Mamie Gallagher.
8—William B. Youngs, Charles N. Youngs, David L. Youngs.
9—Henry A. Birnbaum.

COURT OF GENERAL SESSIONS.—PART II.—Goff, Recorder.—Opens at 10:30 A. M. Assistant District Attorneys Blake and Blumenthal for the People.

1—Harry Pye.
2—George Cook.
3—Dominick De Angelo
4—Frederick Williams.
5—Philip McDermott.
6—Charles Pinlock.
7—Joseph W. Wilson.
8—Emil Rialis.
9—Adam Lewicky.
10—William Flaherty.

COURT OF GENERAL SESSIONS—Parts III. and IV. Adjourned for the term.

Referee Appointed—New York.

SUPREME COURT—Scott, J.

The State Bank vs. Schoenberg—Frank D. Arthur, (two cases.)

Brooklyn Court Calendars.

COUNTY COURT—Criminal Calendar—Part I.—Aspinall, J.

Joseph Bushanan, assault; Perry Norris, grand larceny; Edward Black, burglary; John McGuire, assault; John Tully, burglary; Mary King, grand larceny.

SURROGATE'S COURT—Abbott, S.

The will of Rebecca R. Thornton, Annie E. Meyer, Charles Mali, Abigail S. Robinson, John B. Wade, David A. Hawkins, George Fitzgerald, Catharina Welz, Mary C. Bradley, Robert Porterfield, Herman F. Sieners, Margaretha Gimmler, Mary Hardcastle, Eliza Grotzan, Janethe S. Vernon, Charles J. Speth, Annie B. Chichester, Emma Hart, and Bernard Peters.

The accounting in the estate of Thomas C. Burrows and Margaretha Clifford.

The estate of Henry Suenberg, John M. Ward, (Sept. 25,) and Julia Schoeneman.

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AUCTION SALES.

BANKRUPT SALE.

JOSEPH SHONGOOD & SONS, United States Marshal's auctioneers, sell this day, at 10:30 o'clock, at 94 Bowery, the entire plant of B. Wolf, bankrupt, consisting of 20 fine machines, desks, children's and infants' wear, remnants, embroideries, muslins, &c. Order CHARLES BROWNOLD, Esq., Trustee.

MUSICAL.

WANTED—A few good voices for the chorus of the Society for Ethical Culture; must have some experience in sight reading. Mr. Sam Franko will examine applicants in evening, from 6 to 7, at his residence, 45 East 84th St.

IN THE REAL ESTATE FIELD

The following sales at auction are down for to-day at 111 Broadway:

By Thomas C. Smith, foreclosure sale, Algernon S. Norton, referee, 875 Brook Avenue, northwest side, 116.10 feet north of Third Avenue, 28.7 by 86.11 by 25.1 by 98.6, five-story brick flat, with stores. Due on judgment, $1,928; subject to another mortgage for $16,000.

By William M. Ryan, foreclosure sale, Algernon S. Norton, referee, 877 Brook Avenue, northwest side, 145.5 feet north of Third Avenue, 25 by 98.6 by 24.9 by 98.4, five-story brick flat, with store. Due on judgment, $1,950.

By James L. Wells, foreclosure sale, Robert Mazet, referee, Olive Avenue, south side, 50 feet east of Stanton Place, William's Bridge, 50 by 100, two-story frame dwelling. Due on judgment, $2,416.

By D., Phoenix Ingraham & Co., foreclosure sale, George Gordon Battle, referee, 1,519 Madison Avenue, east side, 84.3 feet south of One Hundred and Fourth Street, 16.8 by 70, three-story brick dwelling. Due on judgment, $8,857.

By Peter F. Meyer & Co., foreclosure sale, Sherman Evarts, referee, 552 West Forty-second Street, south side, 200 feet east of Eleventh Avenue, 18 by 98.9, five-story brick tenement, with store; also, Forty-second Street, south side, 109 feet east of Eleventh Avenue, a strip having a frontage of one foot and extending southerly to a point.

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MR. MOSS'S CLAIMS.

Mr. FRANK MOSS has issued a statement of what he claims that his committee has accomplished in the Ramapo matter. He thinks that the public do not make enough of it. He will allow us to say that he makes altogether too much of it.

It is not easy to see what he has brought out that was not already known. Certainly it is not a discovery that the contract with the Ramapo Company was an outrage on the city; that the resources of the company were imaginary; that it could not do what it undertook to do, except with the money it was to get from the city; that the city did not really need the services of the company, and could, with good management, secure all the water it requires at a much lower cost per million gallons, and own the plant by which it is got; or that the company was a device for impartially bleeding the city and the investors.

Mr. Moss is very proud of the fact that he has made the Mayor and Mr. CROKER come on the stand, and that when he had given them a chance to say that they condemned the contract, they only insulted him and the committee, and thus incurred public indignation. Really that does not seem much to be proud of. No one doubted that these two gentlemen were more or less mixed up with the scheme. One is the Tammany Mayor, the other is the boss of Tammany. One is a member of the Board of Public Improvements to which the contract was submitted in the first instance, the other can at any time secure whatever action he wishes from that board or any other in the city. The Tammany members who voted for the scheme and those that voted afterward against it unquestionably obeyed the ordinary conventions of politics, and it is absurd for either the Mayor or the boss to pretend that he did not know anything about their action or the subject of it. Of course, they denied all connection with and knowledge of the matter. Did Mr. Moss suppose that they would not? Of course, also, they were insolent and insulting to him and to the committee. That is their custom toward men who are opposed to them, and of whom they are not afraid. Plainly they are not afraid of Mr. Moss. Why? They make no secret of the reason. They say that he dares not bring out the truth and the whole truth.

Well, either he dares not or he cannot. Yet that is his plain duty. He has great resources. He has at his disposal all the authority of the State; he has plenty of money; he has detectives; he has all the clues that are naturally furnished to an investigator with such powers; he has a long experience in this kind of work; he ought to have the aid of the Republican boss, and of all the men prominent in the party who have been connected with the Ramapo Company — Mr. LAUTERBACH, Mr. DUTCHER, the firm of TRACY, BOARDMAN & PLATT—who can clear their own skirts only by exposing the others, if others there are, who have been engineering this miserable job. And all his efforts at exposure have been ludicrously futile. The sneers that the Mayor and CROKER fling at him are, to say the least, not unplausible. He takes them not only with patience, but with a strange air of self-complacency, as if he thought that it was quite enough to secure the downfall of Tammany if he can induce its representatives to make a display of bad manners at the expense of his dignity and the dignity of the Legislature. It is not enough. It is shamefully too little.

If Mr. Moss stops where he is now, he will leave the community divided between the opinion that he cannot get at the truth and the conclusion that he dares not. Either one is discreditable to him, to his committee, and to his party.

THE DRIFT IN CUBA.

Every day's association of the United States with Cuba strengthens the tendency toward annexation. Self-respect demands of us that we shall live up faithfully to our declaration that we disclaim "any disposition or intention to exercise sovereignty, jurisdiction, or control over said island, except for the pacification thereof." In undertaking, however, to accomplish "the pacification thereof," conditions have arisen that might have been foreseen when we formally declared it to be our intention "to leave the government and control of the island to its people."

It is becoming embarrassing to many reflecting Cubans, patriotic men who enjoy the confidence of their countrymen, to consider the early withdrawal of the friendly political and commercial support of the United States. Some of them are not sure that the departure of the remaining United States military forces, the yielding up to Cubans of the entire civil direction and administration, would be followed by peace at home and security against future disturbance. Increasing numbers of them are willingly admitting that with the most patriotic of intentions Cubans could not, in nine months of control, have brought about the degree of improvement shown in a reformed and effective Postal Service, free from espionage; the freedom from brigandage on the highways and in public offices that had been the custom, generally acquiesced in, for hundreds of years; and the opportunity to cultivate land and prosecute trade without the interference of greedy busybodies indifferent to anything except the "rake-off" to be extorted from helpless victims.

ADOLFO MUNOZ, a Cuban of prominence, and the Marquis DE APEZTEGUIA, a conservative who is regarded as one of the ablest men on the island, are quoted in the appendix to the report of Special Cuban Commissioner ROBERT P. PORTER as indicating other reasons for the choice by Cubans of that annexation that our brief occupation of the island has been making necessary from two points of view—that of Cuba, desiring a continuance of serenity, security, prosperity, and of the United States, solicitous for all of these things for Cuba because it is our inclination and to our material interest that they should not only remain, but steadily increase.

The suggestions of Mr. MUNOZ make for annexation. He does not say so, but there is no escape from that conclusion if his argument is adopted. He looks for a new tariff for Cuba, new financial laws to develop commercial relations between Cuba and the United States, beneficial to both countries; free trade between the island and the States, "on the same footing with Puerto Rico." He sees and admits that Cuba alone could not enjoy high credit, public or private; could not build or maintain a respectable navy, could not safely attempt to get along without "a close connection with the United States which will afford the immediate protection of the American Government."

The manifest tendency of Cuba, not to say "manifest destiny," is almost irresistibly toward annexation. Mr. MUNOZ and the Marquis DE APEZTEGUIA do not prove it by saying so; it is because it is evident now and bound to grow stronger, and appeal more strongly to Cuban self-interest as well as pride, that they are constrained to admit it. We cannot check it unless we adopt a course directly opposite to that dictated by good-will and common sense. Every advantage that Cuba now enjoys or may enjoy through our protection and good counsel will make her people more reluctant to permanent separation from the United States. The more we do for Cuba, the greater will be the improbability that the people of the island will refuse to join with us for their benefit and ours.

THE FINDING OF CERVERA.

Mr. HENRY CABOT LODGE, very close upon the suspension of hostilities between the United States and Spain, began the publication of a history of that brief conflict. It was published first on the installment plan and afterward as a book. As an example of good printing, spirited illustration, and lively writing it is calculated to attract the eye and afford satisfaction to those who are not averse to a certain amount of glorification of ourselves.

Mr. LODGE presumably had access to every official scrap of information that could be of use in the preparation of his history. His official position is one that commands respect from Government officers who might be cautious in revealing everything concerning the operations of the army and the navy to one less familiar with the restraints observed by those services. We are led to fear, from the discovery of some passages not altered in the book from the objectionable form in which they were presented in magazine form, that Mr. LODGE failed to take advantage of his opportunities of access to official sources of information, and that by entirely neglecting to consult the Chief Signal Officer of the army he has missed the chance to explain some phases of an interesting controversy, that might have been avoided, at the same time that he has deprived the narrative of a degree of accuracy that, in justice to a valuable branch of the service and to the readers of his book, it should have possessed.

The reader of Mr. LODGE'S account of the discovery of CERVERA'S squadron in Santiago will get the impression that the discovery was made by "the press," and that the instructions of Secretary LONG to Rear Admiral SAMPSON, and the advice of the latter to Commodore SCHLEY, beginning on May 19 and continuing, were based upon information derived from the representatives of newspapers afloat and ashore. Whatever doubt the Navy Department entertained on May 19, 1898, that CERVERA and his cruisers were in Santiago, there is no doubt now, nor can Secretary LONG or the President or Mr. LODGE have any reason for encouraging doubt, that the Washington authorities were officially informed of that fact before they learned it from the newspapers

Col. JAMES ALLEN, United States Signal Service Corps, operating at Key West, made arrangements, long before the emergency arose that fully justified them, to obtain confidential information from Cuba. The inference is plainly to be drawn from this admission, made by Col. ALLEN in his report, that there were agents of the United States in Cuba, that they understood Spanish as well as telegraphy, and that they had access to telegraph instruments. On the morning of May 19 CERVERA arrived in Santiago, and on the same morning Col. ALLEN "at once" informed Brig. Gen. GREELY, Chief Signal Officer, at Washington. By that officer it was at once communicated to the President and to Secretary LONG.

It does not excuse Mr. LODGE'S failure to credit this service when it was rendered to explain that Secretary LONG may have doubted its accuracy, that he may have communicated his information with his doubts to Rear Admiral SAMPSON, and through him to Commodore SCHLEY at Cienfuegos. We know now, as Col. ALLEN reported he knew on May 19, that CERVERA and his ships were in Santiago Harbor; that the information was corroborated on the same day by the announcement that CERVERA had hastily wired Madrid of his arrival. And we know that it was not until the following morning that the Secretary of the Navy and the President were so convinced of the entire reliability of the report, subsequently fully established, that effective orders were given to take advantage of the information. But there can be no doubt that more immediate acceptance of the truth of Col. ALLEN'S report would have removed doubts from the mind of Rear Admiral SAMPSON and kept him from giving instructions to Commodore SCHLEY that justified that officer in lingering at Cienfuegos when he might have proceeded more speedily toward Santiago.

We do not for a moment imagine that Mr. LODGE has knowingly neglected or intentionally discredited this important service, which is only one of many instances that might be quoted to show how thoroughly the Signal Service was organized for efficient aid to the army and navy in the war with Spain. The help given by our Cuban agents was hazardous. It has been well paid. It has brought no honor, and it can bring none, to those who made it possible for the Secretary of the Navy to know, promptly after the event, of the arrival of CERVERA and his dreaded cruisers. When his attention is directed to the manifest defect of his history, we have no doubt that he will do himself the credit of amending it with cheerful apologies to Gen. GREELY, Col. ALLEN, and our allies in the Spanish telegraph offices.

THE MINORITY LEADER.

There will be 162 Democrats in the next House of Representatives. Among them will be JOSEPH W. BAILEY of Texas, who was elected by the Democratic minority in the Fifty-fifth Congress to be its leader. Mr. BAILEY is a young man, a studious, serious, honest, candid, ambitious man, decent in his apparel, attentive to his duties as a public man, having a profound respect for the Constitution, addicted to wearing an evening tie before breakfast and refusing to wear one with a swallow-tailed coat in the evening. His lack of tact, possibly arising from an entirely natural tendency to take himself too seriously, and to forget that a minority leader may appear to be too serious about himself and not flippant enough about his opponent, put him out of favor with his party. Then his party was convinced by the ridicule of Mr. BAILEY into accepting the opposition estimate of him. That was not creditable to the minority, and it was not agreeable to the feelings of the minority leader. Of the 162 Democrats Mr. BAILEY certainly will not be a candidate for the "honorary" Speakership.

Three Democrats are very earnest candidates. They are JOHN H. BANKHEAD of Alabama, DAVID A. DE ARMOND of Missouri, and JAMES D. RICHARDSON of Tennessee. BANKHEAD is favored by his State delegation, and he is preferred by BAILEY. Although he has been a member of the House for years, either because of indifference or the competition of men obviously better qualified by taste and training than he may have considered himself to be, he has been kept back. His respectability as a lawyer, his high personal character, even with the support of Mr. BAILEY, will not turn the scale a feather's weight, however, and will not help him with those who learn that it is his opinion, not apologized for, that the Chicago platform is a handicap to the Democratic Party.

Mr. DE ARMOND is regarded by many Democrats as a wonder of legal learning and Jeffersonian statesmanship. He has no prejudice against evening dress. He has a strong prejudice, or something that resembles it, against the District of Columbia; also against the civil service encroachments upon the spoils system. After a rather doleful fashion he is eloquent, but he takes himself rather more seriously than BAILEY. He is as rank a partisan, in his way, as Col. D. B. HENDERSON is in his, but HENDERSON is a genial partisan, while geniality is a word that would never be needed to describe the candidate from Missouri. His prominence in the House has been gained almost exclusively as a maker of long, carefully prepared speeches, usually tinged with sarcasm, and he is not at all known as a master of debate or as a tactician.

Mr. RICHARDSON of Tennessee is not a good speaker, he is a rather feeble debater, he has no brilliant mastery of parliamentary foils, he does not make long speeches, he sometimes appears to be a perfunctory partisan, but it is a question whether he is not a more promising candidate for the minority leadership than either of the other men who desire to occupy Mr. BAILEY'S shoes. There is no Democrat in the House so familiar as he or so "handy" with the rules, practice, and precedents of the House. He is not irresistibly genial nor a "mixer," but he knows the House better, and is better known by it, than either of the other two candidates who will oppose him. If his opponents enjoy a larger measure of the confidence of his fellows than he, they will possibly be obliged to prove their title to it by more definite complaint against him than that of "smoothness," a complaint that may be due to envy and suspicion.

In all probability either DE ARMOND or RICHARDSON will be the caucus candidate of the Democrats for Speaker. With either, the Democrats will have a free-silver and Bryan leader. Under the leadership of DE ARMOND, if the personality of the leader is communicated to the membership of the minority, that section of the House may acquire a gloomy Bourbonism, an ascetic severity, a silvery, unchanging hardness that it cannot look to equal under the leadership of BANKHEAD. If development and change are not to be prohibited to the Democratic Party, and the party is to turn a sharp corner, when it gets around it RICHARDSON will certainly be well up among the most alert of the runners.

M'LEAN FOR PRESIDENT?

"An Ohio man," who has recently visited the Buckeye State, and who has apparently returned to it, and who has also become alarmed at the political conditions that he has discovered there, has written a dispatch from Columbus to The New York Tribune to suggest the great probability and danger of the election in that State in November of JOHN R. MCLEAN as Governor. If that should happen, through the sullen disposition of FORAKER, KURTZ, MCKISSON, and other opponents of HANNA, and "ultimately" of President MCKINLEY, the correspondent of The Tribune suggests that the success of MCLEAN will lead to the abandonment of BRYAN as a candidate for President by the Democrats and will justify grave doubt about the renomination and re-election of MCKINLEY.

All depends, according to this correspondent of The Tribune, upon "a speedy and successful conclusion" of the war in the Philippines. If Mr. MCLEAN'S election is to be assured by the failure of the Administration to close the war in the Philippines by a complete triumph over AGUINALDO'S forces before the November election, the Democrats might as well begin to think of throwing over BRYAN and nominating MCLEAN, and the Republicans would do well to think of a candidate who could more reasonably be expected to carry Ohio and other Republican and doubtful States in 1900 than Mr. MCKINLEY.

The Tribune dispatch is calculated to make the McLean Democrats more hopeful than they have been. If it provokes Republican wonder and doubt, and even indignation on the part of FORAKER, KURTZ, "COXEY," and others who are suspected by The Tribune correspondent of complicity in a conspiracy to destroy MCKINLEY'S chances and the chances of BRYAN, and to assure the success of MCLEAN as an anti-trust and anti-monopoly candidate we shall not be surprised.

But there are Bryan men in Ohio. They compelled the extraordinary language of the platform which MCLEAN did not approve. Are they "in" this scheme to "down" BRYAN and to nominate MCLEAN as a more available figure? We do not know. We doubt it. As the gloomy prediction must stand or fall, however, upon the event of a complete victory in the Philippines before the close of October, we shall not have long to bear our suspense. The Philippines campaign cannot begin before November, probably will not be fully resumed until December is well advanced. So that if the information we obtain from an eminent Republican source, entitled to credit, be correct, we may expect to hear, before Christmas, of the squelching of BRYAN, the substitution of MCLEAN as the Democratic idol, and of the beginning of an active search for a Republican candidate who will appeal to the patriotic Ohioan, in 1900, with better prospects of winning, if nominated, than could be expected with a ticket headed by WILLIAM MCKINLEY.

If Rear Admiral SCHLEY shall be ordered to command the South Atlantic Station, which he did not ask for, and some other Rear Admiral who has not made any request for it shall be given the European Station, which SCHLEY has expressed a desire to command, we have no doubt that he will obey orders. We also have no sort of doubt that the country will have an opinion of the action of the Navy Department that we should be powerless to control, if we were inclined to discourage it. If there is a moral in the determination to withhold honor from Rear Admiral SCHLEY, it would appear to be to stick to a victory when it has been promptly claimed, even if you did not happen to be in it when it was won, if you have the Bureau of Navigation to back you up.

TOPICS OF THE TIMES.

—Somebody who, to judge from the printing on his envelope—and we have nothing else to go by—studied navigation and the vocabulary of the sea in a hardware store, has taken the trouble to clip from THE TIMES its account of the Oceanic's maiden voyage, to mark thereon certain changes which he deems desirable, and to send the result of his generous labor to this office for our enlightenment and reformation. Now, we like to have folks do things like this. It shows that they read THE TIMES with care, are surprised as well as grieved when it makes a mistake, and desire to assist it in the attainment of such accuracy as is compatible with a terrestrial existence. But though we can receive correction, and even reproof, when it is deserved with gratitude which if not exactly joyful, is at least sincere, when a man in the hardware business assumes to teach us sailor language the impulse to show impatience is almost too strong to be resisted. This particular man wants us to say "statute miles" instead of "knots" in expressing distance at sea, and he asserts that the phrase "knots per hour" means no more than unqualified "knots," and is therefore a mark of criminal ignorance. As "knot," by universal usage—except, perhaps, in hardware stores—always means a nautical mile of 6,080 feet, and never means a statute mile of 5,280 feet, we sternly refuse to make the suggested substitution, and as for the mere suspicion of tautology that adheres to "knots per hour," we shall never allow that to interfere with convenience or habit. Come to think of it, there is one semi (or less) nautical authority for translating "knots" as statute miles. The owners and Captains of tugboats and river and Sound steamers sometimes do it, partly because they don't know any better and partly because it gives an exaggerated idea of the speed of their vessel. We do not care to imitate them

—Well developed as is New York's appetite for strangers, and remarkable as are its powers of quick and easy assimilation, the present outlook threatens the city with a serious attack of indigestion. There is, indeed, no likelihood that anybody who comes here for the Dewey celebration or the yacht races will have worse than a little inconvenience in getting enough to eat and comfortable lodgings. It would take more than 1,000,000 visitors, and more than 2,000,000 for that matter, to exhaust New York's resources in those lines, and thoughts of hunger and cold need not worry the folks whose eyes are now turned in this direction, and certainly are not troubling the resident metropolitans. Whatever woes and annoyances may be in store for our guests and for ourselves will be due to the inelasticity of our transportation facilities. The railways converging here are able to handle enormous multitudes daily, and our interior lines, surface and elevated, are equally potent, but in the case of them all the normal traffic approaches so closely to the maximum capacity of the roads that any large and sudden demand for extra transportation leads to confusion and delay. There is sure to be a lot of both at September's end and October's beginning, and this is the one feature of the situation that is not conducive to general satisfaction—that creates, to be frank, a good deal of apprehension and an inclination to wish that the glorious days to come were well over. These emotions are confined to New Yorkers, and perhaps to the portion of them that is obliged to go about its business even when the rest of the world keeps holiday. Crowds and delays are a part of the fun for the festival visitor, and the resident of permanent or temporary leisure, but for people who must get somewhere on time, no matter what is going on, the impending probability of passing many an impatient ten minutes in stalled cars is not a pleasant one.

—In an editorial article of characteristic vehemence, The Memphis Commercial Appeal charges that the present appearance of yellow fever in the South is the direct result of criminal negligence on the part of the War Department. It credits the military authorities with accomplishing wonders in the way of protecting Havana from the disease that was once its constant scourge, and insists that the infection of any Southern city would have been impossible if the department, instead of landing the returned troops in that part of the country, had sent them to Northern ports, and there subjected them to a short period of quarantine. "But," declares The Commercial Appeal, "Secretary ALGER took no steps whatever to conform with the regulations prescribed by civilized sanitation." There is some justification for talk of this sort, but we doubt very much if the ever-convenient name of ALGER will carry the indictment through. It is true that by bringing North all the soldiers who served in Cuba, one chance of infecting the South would have been removed, but others than those over whom the War Department has authority have been constantly traveling back and forth between the island and the United States, and the fever may well have entered, not by one, but by a dozen gates. The ex-Secretary could, indeed, have been more regardful of "the precautions prescribed by civilized sanitation," but the cities of the South also have failed to do quite all they could in that direction. Yellow fever can work no serious harm in a town that is kept scrupulously or even moderately clean and looks well after its sewers and its water. The quarantine system is a poor thing at best, and it will disappear, because it will be unnecessary, when the uncleanliness that called it into being is no more. Meanwhile, don't put the responsibility for quite everything on the unhappy ALGER.

GENERAL NOTES.

A couple in Parkersburg, West Va., are just now enjoying their third honeymoon, their previous marital experiences having been diversified by two divorces, all within eight years.

* * *

The total number of deaths in Boston last year was 10,886, a decrease of 268 from the previous year, and the death rate was the lowest on record in the city.

* * *

The Society of the Army of the Potomac is to hold its thirtieth annual reunion in Pittsburg, Penn., Oct. 11 and 12, and arrangements already made there insure it the heartiest welcome.

* * *

The Baptist ministers of Chicago at a recent meeting warmly favored a plan proposed by Dr. H. L. Willett of the Divinity School of the University of Chicago that each of the churches have a second head, whose duty it shall be to serve as instructor in Bible study.

* * *

Gov. Johnston of Alabama has granted a parole to a negro imprisoned on conviction of stealing chickens, but on the condition that he shall not steal, buy, or eat a chicken or any portion thereof for the next twelve months. The negro thinks the conditions "pow'rful hard."

* * *

Ex-Gov. Robert L. Taylor of Tennessee is to start Oct. 1 on another lecturing tour of the United States in the expectation of delivering 150 lectures. His theme is "Love, Laughter, and Song," and he says he is now happy, in better health than ever, and "won't even think of politics."

* * *

The Oneida Historical Society has about completed arrangements for the unveiling in Utica on Friday afternoon next of the monument to Horatio Seymour, presented to it by Dr. George L. Miller of Omaha, Neb. The monument consists of a bronze bust upon a Missouri graystone base. Dr. Miller will present the monument, President Thomas R. Proctor of the society will accept it, and Gov. Roosevelt will deliver an address.

OBJECTS TO PRIZEFIGHTING.

To the Editor of The New York Times:

On Tuesday last 8,000 men assembled to witness a prizefight, and this not far away in some Western State where the Indians still roam and some of the ancient savage instincts may be supposed to have sway, but here in the heart of our civilization, in the Empire State, almost within the limits of the metropolis of the Western world. This brutal spectacle was witnessed with satisfaction by a crowd that represented every class of our citizens, even those who claim to be most refined, and who consider themselves entitled to be called "gentlemen" in the highest meaning of the word. Many persons of standing in other countries were also present, including the gallant Irishman who has come here to win from us, if possible, the great trophy of the yachtsman's success. He, like many another in the throng, has the reputation of being kind hearted, yet not one voice was raised to rebuke the cruel spectacle, and the unanimous regret of all those present was that the "sport" ended so abruptly, and that the tortures of the antagonists were not more prolonged.

Not long ago, when the match between Corbett and Fitzsimmons was proposed, every friend of humanity rejoiced at the difficulty with which a place was found where the contest could take place. Texas and Louisiana alike disdained to give permission for the enactment of such a scene within their borders, and it was only in remote and half-reclaimed Nevada, where the Utes and the Apaches still practice their hideous rites, that the "champions" and their friends were made welcome. Then we were proud of the fact that there was so little sympatny with such ruffianly encounters in the more populous portions of our land; but only a few months had elapsed when a prizefight took place at Coney Island at the very gateway of our magnificent city, and the winner of the Carson City "mill" went down in the ring, a disabled man.

It is, of course, understood that all these "sparring matches" are "with gloves," and this is supposed to make them quite harmless and pleasant, so that no one need object, but, as a matter of fact, the cruelty of the battle is but little diminished by this pretense at softness. In the description of the "match" on Tuesday we read that after Palmer had been knocked down, he staggered to his feet, "his knees were shaking, and there was a dull look in his eyes," and that when he had been again knocked down, McGovern struck blow after blow, finally landing "one terrific left-hander in the pit of his stomach, followed by a right-hand smash on the jaw," after which "Palmer writhed in pain and turned over on his side. He struggled vainly to get off the floor, but could not raise himself, even with his hands." No one present seems to have deplored this spectacle, and the victor, in discussing the affair after it was all over, said, "I caught him good and hard with my left hand under the heart, and this had a tendency to weaken him." The statement of an intention to inflict an injury that might have been fatal met with no rebuke.

This is not a pleasant story for any one of sympathetic sensibilities to peruse, but all this is spread out in the papers for our boys to read to the stimulating of every brutal instinct, for our girls to read with danger of perverting their tender natures, and for our young mothers to read, with who can tell what dreadful effects on their children. The twentieth century is at hand, a century wherein the gentle influences of womanhood may have more power and we shall see better things. Certain it is that the people of the future will look back with horror on the barbarities and brutalities of the nineteenth century, and one of the most astonishing of these will be the prizefight as patronized by men who called themselves civilized.

LILLIE DEVEREUX BLAKE.
New York, Sept. 14, 1899.

NOISY TRAINS ON PARK AVENUE

To the Editor of The New York Times:

I have read repeatedly of late, and mostly referring to it in a somewhat sneering way, of an anti-noise society started by some well-meaning friends of tortured humanity in Chicago, I think. The object in view seems to be such a praiseworthy one that I cannot refrain from tendering its promoters my heartiest wishes, hoping that they may be as successful in their crusade against unnecessary noises as their laudable cause deserves.

If any such anti-noise society were to be started in New York, I could point out to its founders a nuisance in the line of noises of such tremendous proportion that it might stagger the less resolute and the less courageous ones of its numbers, while for those who really wish to do some good to many of their suffering fellow-men it might serve as an impetus to the exertion of all the strength of mind and pluck they might possess.

I refer to a noise nuisance which makes a part of Park Avenue and its surroundings almost uninhabitable except by such persons as can live and sleep in hermetically closed rooms, leaving with the torturing noise also the primal necessity of life and well being—pure air—outside. How it is possible that in a civilized and would-be self-governed city a nuisance like the running of fast trains in an open cut through the best part of one of the finest avenues can be tolerated goes beyond my understanding. Yet such is the case; night and day train after train thunders through this cut, making a roaring hissing, unendurable noise and shaking the very buildings facing the avenue and the near-by streets.

That this nuisance should be tolerated is the more surprising as it could be quite easily abolished. It would simply be necessary to close the cut—that is, to roof it over in the same manner as is done when the cross streets run over it. This would effectively shut off the noise and would on the other hand cause very little hardship to the travelers on the road, because one continuous tunnel of a mile or two cannot be much worse than this everlasting running in and out of the short tunnels formed by the arches of the cross, or transom, streets, while the smoke and steam could be drawn off through a few high towers or funnels erected along the road and provided with revolving fans or other means to blow the noxious gases high into the air.

Of course this would entail a little expense to the poor and much tormented corporation operating the road, and as mostly all such corporations are managed by human profit-calculating machines, it will be a difficult matter to get the consent of the gentlemen in question to embark in an improvement which would only benefit a few thousands of nonexcript members of humanity without adding to the dividend-earning qualities of the road. But still an attempt to gain the much-to-be-desired end should be made and an anti-noise society would here have a splendid field of operation, and, if successful, would deserve the thanks of many. F. C. THEO. KRUGER.
New York, Sept. 15, 1899.

THE TRANSVAAL CRISIS.

To the Editor of The New York Times:

The Boers detest civilization. This is my opinion of them, after a residence in South Africa of eighteen years. A new situation is absolutely required. Boer poison is permeating the entire South African system. Boer rule must go, for they have not the ability to carry out reforms. Their pernicious influence has too long retarded progress and every true South African's wish of a United South Africa. England must assert her power. The American people would not have been so patient as England. The American flag would have long ago floated over Pretoria. I speak from keen personal observation, as one who has had unusual opportunities of studying the Boer character and the South African situation, not theoretically, but practically and on the spot. The cry for justice now long raised by the Outlander population is far from being wholly the capitalistic element. The educated workingman and the capitalist are a unit on this question. The Boers have done nothing for the advancement of South Africa. It is the height of absurdity to call them farmers or compare them to the Americans at the time of Washington. As a matter of fact, Boer farms are the saddest sights in South Africa. Imagine a farm of 30,000 acres with only one or two acres crudely cultivated, just enough for his own use.

The Boer has no ambition. The Cape Government instituted some years ago an irrigation commission to visit Boer farms to try to persuade the farmers to go in for building dams for the conservation of water on the pound-for-pound principle. It was an utter failure.

No, Sir! The march of civilization is responsible for the Transvaal crisis. Nor has the rising generation of the Boer any more ambition than his father. The black Zulu, or Basuto, of South Africa is his compeer in many respects. I never heard of the Boer being engaged in any handicraft, but, Sir, at Lovedale institution, in the Eastern Province, the black man is manufacturing fine furniture which favorably competes with the imported. Money has poured in upon the Transvaal. They have become rich without any expenditure of brains or energy. Johannesburg ought to be the healthiest city in the world, and under Boer sanitary laws the death rate reaches 59 per 1,000.

The Outlanders pay a big sanitary tax—in fact, the unjust taxation would be a revelation to Americans. Mr. Gladstone's noble act of magnanimity has fallen on barren ground. How would you, Sir, like to have a bit of dirty white rag thrown year after year into your face, to be told "Your flag is white"? If you had seen your beloved flag trampled under foot as I have, you would think it high time to have a "flag-raising." Not suzerainty only, but annexation must be the cry or England must get out of South Africa, a country for whose good she has so grandly and unceasingly toiled, a country which at best has been an incubus to the mother country, a country stained with the lifeblood of British heroes in the noble endeavor to shed the light of civilization. The American people, I trust, will not be misled. We Englishmen stood by you during the Spanish war, and blood is thicker than water. As our esteemed Governor says, "You must treat a man on his merits as a man." Apply this to the Boer, and I do not fear your verdict. You, Sir, appealing as your paper does to the enlightened classes, will shed an impartial light upon the matter. Should war result, England will go into the struggle with clean hands and backed by the whole British Empire. The Boer must go, civilization demands it. The Anglo-Saxon race will accomplish it.

E. LACEY FINNINGLEY.
New York, Sept. 31, 1899.

The Feeling Against France.

To the Editor of The New York Times:

There has been some expression of late in your paper of the thought that because France has been an ally and a friend to us in times past we should not therefore condemn her in this crisis. It seems to me there is a better and a truer point of view. Should France have shown herself unfriendly to us as she did last year such remarks would be generous and pertinent but on the present occasion a crime against humanity has aroused a feeling in which is no personal or national element and which is therefore more likely to be just. The best nations, the best individuals in those nations, are those who feel most strongly; and the best Frenchmen even feel the same indignation, mingled—because it is their country—with grief and shame.

We have done a good deal for Cuba, but should it be possible in the future that we as a nation should gloss over crime, forgery, and perjury in high places, and make an innocent man a scapegoat for such sins, well, indeed, would it speak for the enlightenment and character of the Cuban people if just such a storm of indignation were aroused. And there would be no ingratitude to us in its expression. In such an improbable hypothesis, if other nations by influence or force or measures of punishment, should try to bring us to a sense of decency and honor, every loyal American would wish them success. A READER.
Fisher's Island, N. Y., Sept. 15, 1899.

Methods at Apprentices' Library.

To the Editor of The New York Times:

I have been taking out books from the Mechanics and Tradesmen's Library for more than twenty years, and have never been bothered as your correspondent complains of. For his benefit and that of many other members let me state my method of avoiding it. Once a year I take out the large catalogue. From this I make a list of 200 or 300 books wanted, with their titles, authors, and shelf numbers. When I go to the library I add to it any new books I want from the list pasted on the bulletin. Having now my own catalogue, I make out a card containing two dozen books, which is returned to me each time. All of this requires only a little trouble and one Sunday afternoon a year. Some of the methods of the library may be a little chestnutty, but when one considers what a great privilege it is, and that it doesn't cost one cent, "I press my hand to my lips (and pen) and am awed into silence." There are two sterling old sayings which read, "Some people would kick if they were to go in swimming," and "Librarians help those who help themselves."
GEORGE H. WINCH.
New York, Sept. 15, 1899.

Street Car Manners.

To the Editor of The New York Times:

"End-seat hogs" on the open cars and "back-platform loafers" on the closed cars are certainly the most disagreeable things on the street cars. Z. Y.
New York, Sept. 13, 1899.

NUGGETS.

Disadvantage of Knowledge.

Knowledge is bother. Teach a servant to "know his place," and he will want to leave it.—New Orleans Picayune.

Clearly Defined.

"What is gross negligence?"
"It is any oversight for which somebody else is to blame."—Chicago Record.

Effect of Opulence.

When a man gets beyond wondering where his next meal is coming from, he falls to wondering who his ancestors were.—Detroit Journal.

Not Persuaded.

Bill—Do you believe that riches have wings?
Jill—Can't say; they never seem to fly my way.—Yonkers Statesman.

Conceded Fitness.

"This 'Gates Ajar' design is a handsome one," said the tombstone man.
"It is just what I want," said the widow. "He never shut a door in all our married life without being told."—Indianapolis Journal.

THE KING OF THE RIVER.

M. O. Lownsdale in Portland Oregonian.

The ramping of waves o'er the glinting bar,
The champing of bits in the leaping tide,
The crool of the sea as, in wild devoir,
He drools o'er the lip of his river bride,
Call in the white heroes—call in—call on—
Call in spectral forms, in resplendent guise;
And up the foam-rift, till his quest be won,
The glittering king of the river plies.

The fast-running tide sweeps the phantom schools,
In scurrying lilt, thro' the river's port.
They glide into deep, opalescent pools,
Where militant knights, holding regal court,
Snatch life from the loveliness they behold;
And racing away from the hoarse seacries,
On Love's fretful pilgrimage, lo! the bold
Impetuous king of the river flies.

He leads a fair queen up the vine-clad runs,
Thro' canyons, o'er shallows, 'mid elk-weed dank,
Where bear idly wallow, 'neath languid suns,
And flitting mergansers, from oziers rank,
Fling stridulous shrieks to the ech'ing firs,
Past crag and past scaur, ever on he flies;
Dim, perilous sluice-ways, thro' riven spurs,
The silver-mailed king of the stream defies.

In vain all the lures of the rustic churl;
In vain will the sweets of the morn beguile;
A myriad midges unheeded whirl
And dip to the wave in enticing wile,
When drowsily day, o'er the brawling bars
And ripples, reels faint and forsakes the skies,
Then Dian may see and the argent stars
The radiant king of the river rise.

Then sibilant larches, august of mien,
Breathe tremulant welcome, as west winds blow;
Breathe welcome and warning to king and queen—
"Beware, river lovers, of the firefly's glow!"
The ruffle of brake, where the shy deer clings,
As herons and low-swooping eagles rise,
The fish-hawk aloft, flapping sun-lit wings,
The vigilant king of the river spies.

He loiters where amnian sprites wage war
And, rioting wild over velvet meads,
Spring forth at new gorges and shout afar,
"All hail, Rainbow King! Rainbow Queen, Love speeds!"
But upward, still upward, the phantom holds;
And onward, still onward, with eager eyes,
Until his fair vision of love unfolds,
The siren-led king of the river hies.

Just out of the swirl of the veering stream,
In niches encaverned 'neath moss-fringed shelves,
Like gossamer floating in idle dream
In weirdest haunt hewn by the river-elves,
A castle of crystal, whose turrets old
And battlements rugged like outworks rise,
In vesture of brilliants, of azure and gold,
The indolent king of the river lies.

He rides at his ease, while his lang'rous mate
Swings heavily down to the pool's low marge;
And faint from their far run, in listless state,
They dream o'er that desperate passion-charge,
White pines and red maples swoon low—swoon wide—
To veil the blue cheek and the Naiad eyes
So witchingly limned in the restless tide,
These palpitant chiefs of the river prize.

A dainty creation of gentle art
O'er royalty wantonly spreads her charms,
An iridal gleam! A mad thrill! A start!
He surges away, flashing dull alarms,
And strains at the rein like a wheeling steed.
Contemptuous, grim, with defiant eyes,
For Telephus's arm, Atalanta's speed,
The shimmering king of the river sighs.

He flaunts from the pool like a flying lance—
He spurns the rude steel in his armored guard—
A plunge! a wild reel! to his queen a glance!
A sweep of the net! and he stains the sward,
For goals may be won, yet Love glides away.
Sweet queen, hearken not to his life's faint sighs!
A gurgle! a quiver! Alas the day!
The masterful king of the river dies.

SUFFERING IN PUERTO RICO

Hurricane Deprived Lower Classes of All Means of Livelihood.

MANY PEONS ARE STARVING

Relief Supplies Sent by the Panther Were Greatly Damaged, and Distribution of Balance Is Poor.

PONCE, Puerto Rico, Sept. 11.—The recent hurricane, which so completely devastated Puerto Rico, was but the last, though perhaps the greatest, of the many misfortunes that have befallen the island.

Not so many years ago Puerto Ricans enjoyed a high state of prosperity; but following Spanish misrule and oppression came the heavy war tax, the long period of uncertainty before the Hispano-American war, and then the American military occupation. Under these conditions business in the island had virtually come to a standstill, and, unable to export or to import, the merchants of Puerto Rico had been patiently waiting for the United States to give them relief.

Such were the conditions when, on Aug. 8, the great storm brought thousands face to face with starvation. Possibly Americans do not clearly understand that there are, generally speaking, two classes of people in Puerto Rico. About 5 per cent. are educated, thinking folk, who own land and are the employers of the great laboring class which constitutes the 95 per cent. of the population. This latter class, the peons, has always been in a state bordering on absolute poverty. The peons live in small huts along the rivers and on the hillsides, or wherever there is a bit of waste land, and they live on the little money they earn, subsisting upon the fruit which grows so abundantly everywhere.

The great storm affected the two classes very differently. The first class has seen its buildings wrecked, its machinery ruined, and its ripening crops destroyed; but the great loss of life occurred in the second class, and it is there that starvation threatens. The planters are unable to furnish work to the peons, and the fruit upon which they had so much depended for food is destroyed. Relief supplies are at best only temporary, and difficulties of transportation have prevented the distribution of relief except at the most central points.

Under these conditions there is only one thing for the peons to do. As fast as they exhaust the supply of green fruit saved from the storm and use up all the edible roots and tubers that grow in the mountains, they pack up their belongings and come into the city. Here they overcrowd the houses of the poor, sleep by hundreds in the City Hall and other public buildings, and on doorsteps, in the parks and wherever they can find room.

As matter of fact people are starving to death almost every day in the city of Ponce, and while this sad state of affairs exists, there is a failure to afford the commercial relief which is the only true and lasting relief. Unless a permanent government is established, unless the status of the island is determined, unless the policy to be followed here in the future is soon outlined, existing conditions will be aggravated, and it will soon be necessary to feed the whole population through relief agents.

The distribution of relief is in the hands of the Quartermaster's Department of the army. In each city the Alcalde appoints a committee which issues printed slips to be filled in with the names of destitute persons. Canvassers—in some cases committees of ladies—visit the city wards and issue these slips, which, in turn, are exchanged for rations at the depots of supply.

Great difficulties are encountered in transporting the supplies to the inland towns, largely due to the disappearance of the bridges.

More than this, when the Panther arrived in the Harbor of Ponce, the sea was rough and there was a very heavy rain, yet, for some reason, the work of putting off the supplies was not postponed, and, I am reliably informed, much of the cargo dropped into the bay, instead of reaching the lighters. Then again, what reached the lighters was tossed upon the waves in the rain for thirty-six hours. The tarpaulins only partly protected the supplies, and 50 per cent. of what was finally landed was damaged by water. Tons of rice and oatmeal have since been thrown into the ocean or given away to be fed to chickens or pigs.

By a strange irony of fate the boxes of fancy straw hats and untrimmed theatre bonnets came through safely.

The island as a whole has been very fortunate in avoiding an epidemic. There is more sickness than is usual among the peons, but this can be easily explained. The city hospitals here are overcrowded, and the temporary hospital has more patients than it can properly accommodate. Of 110 cases in the latter institution, 58 are reported as having anaemia.

A VOLUNTEER PUNISHED.

Wrote Gen. Otis and Was Discharged and Imprisoned—Gov. Bushnell Appeals to the President.

Special to The New York Times.

SPRINGFIELD, Ohio, Sept. 17.—Through Gov. Bushnell, the punishment, wholly contrary to the spirit of American institutions, inflicted on Lawrence Hoon of Belle Centre, a town twenty-five miles north of here, and now a private in the Fourth United States Volunteers in Manila, is up before President McKinley for action.

The treatment accorded Hoon has aroused a wave of indignation all over the State. His offense, for which he has been dishonorably discharged and sentenced to one year in Bilibid prison, consisted in his addressing a letter to Commander in Chief Otis asking him for permission to try an examination for a Lieutenant's commission.

Hoon did not know that according to the military code in force in Manila it was a crime for a private to address the commanding General without the permission of some intermediate officer.

Hoon's father is dying and the disgrace of his son, whose crime, he says, was ambition to serve his country well, has affected him seriously.

Gov. Bushnell, who has written President McKinley, expressed himself to-night in the most vigorous language about the matter.

THE PHILIPPINE RAILWAY.

Road Destroyed and Abandoned by the Filipinos Is Restored and in Daily Use by the Army.

Foreign Correspondence NEW YORK TIMES.

SAN FERNANDO, Isle of Luzon, Aug. 2.—The insurgents as they were driven back by the indomitable advance of our troops from Manila took with them all rolling stock of the railway whose northern terminus is at Dangupan—120 miles on the Golf de Linagayen—the only railroad in the Philippines—that is, they left only engines and cars which were supposed to be so broken as to be useless, but they did not realize how quickly the American soldier would repair and utilize them and be able to run them over broken and crooked rails, and at a speed that awed the natives along the road. Nor did they figure on the rebuilding of heavy masonry bridges which they had destroyed.

Regular trains now run daily from Manila to San Fernando—our advanced northern post—and are an immense and valuable, indeed, indispensable, help in bringing up supplies to the troops along the line and at this point.

Leaving Manila at 9 o'clock A. M., we pass over the country so hotly contested during the advance of our troops; the evidences of the severe fighting are everywhere, and the entire ground is covered with line after line of rifle pits, flanked with natural obstacles of bamboo thickets and water courses crossing everywhere.

In possession of more determined defenders, or against less courageous and reckless troops than our men have shown themselves, other results might have been anticipated. The rifle pits are not makeshifts, but are well and scientifically constructed and strategically planned, carefully built, and riveted with bamboo or sand bags. But when our soldiers came, firing and yelling like bands of Comanche Indians, and boldly charged the works, it is not surprising to know that the Tagals fled to the next line in rear. And so our advance was made.

While our losses were serious, the number of the enemy killed was very much greater. This was due to several causes. They did not shoot with accuracy then, though they are bettering their marksmanship, and our system of getting an enfilading fire in flanking them, and as they hurriedly abandoned a line of intrenchments, left them in the open.

The country near the railway is, or rather was, under a high state of cultivation; immense rice and sugar fields greet the eye on all sides. This is especially so around this town, where evidences of wealth are yet existing in the ruins of the residences which were destroyed by fire by the retreating Filipinos. Almost all of the best houses were thus burned down, including the great cathedral and surrounding buildings of stone, probably church property, and the people, rich and poor, driven forth from their homes and forced within the lines.

The cathedral was a large and imposing structure of stone and brick, stained glass windows, and larger than many of our more important churches in the cities.

Fernando is in Maccabee territory, and these people have always been hostile to the Tagals, but not strong enough nor sufficiently well armed to resist the aggressions of the latter.

The troops are all comfortably quartered in the numerous nipa huts, which were found abandoned. As these huts, built of bamboo, with nipa roofs, are raised some four feet above the ground, they afford excellent shelter, far better than tentage, raised above the dampness of the ground, while the open space beneath the hut allows access of air and some sunlight. The surrounding bamboo trees, growing as high as sixty feet, and ever present banana trees with their great, large leaves, and the other tropical growth, give a luxuriant setting to the houses, which, however, is quickly forgotten in entering these shacks, for within is seen that all have to "rough it"—officers as well as men. All are limited to the barest necessities—a bamboo cot, without blanket or mattress, but one's bones will get used even to its unyielding bottom when he comes in from thirty-six hours of outpost duty, tired and wet through.

Since the occupation by the United States troops, the Maccabee natives daily flock into the town with little stores, which meet ready sales. They include chickens, eggs, pineapples, and cocoanuts. The war has been a bonanza to those poor people; probably many who never handled money before find themselves in possession of silver and even gold dollars.

The acres of magnificent sugar cane growing all around the town and going to waste for want of care, abandoned, nolens volens, by the owners, and the neglected rice fields present a vivid result of war's desolation, and, from what we learn, many planters would gladly return to his fields if allowed to leave the enemy's lines, where they are held for ransom. Upon their return they will doubtless be amazed and pleased to find the stone warehouses which they left filled with sugar locked and the vast earthen crocks filled with sugar undisturbed, while the country lanes are overrun with hogs and their increase.

The mounted officers of the army all ride the small native ponies, which can be mounted without use of the stirrup and will stand hard service with a five-pound ration of rice and grass if they can get it. The American-bred horses of the cavalry look well, but have not had very much hard service scouting as yet, and their endurance in this climate is to be tested. The Quartermaster's mules stood the long ocean voyage well and look in fine condition, but the reliance for army transportation is principally upon the cariboo or water buffalo, which are slow but sure.

MEDALS FOR BRAVERY PRESENTED.

Men of the Seventeenth Regulars Publicly Decorated in Manila.

Foreign Correspondence NEW YORK TIMES.

MANILA, Aug. 3.—The Seventeenth Regiment of United States Infantry, or that portion of it which could be spared from duty at the outposts, was paraded yesterday afternoon on the Plaza Santo Fernando to witness the official presentation of the medals of honor awarded by Congress for distinguished bravery in battle.

Medals were awarded to the following: Sergt. Ulysses G. Buzzard, Sergt. Bruno Wende, Artificer Thomas I. Graves, and Private George Burg, all of Company C, Seventeenth Infantry.

The regimental line having been formed, Major Gen. MacArthur, accompanied by his staff, and Brig. Gen. Wheaton and staff arrived on the ground. The soldiers named, with the exception of Artificer Graves, who was sick with malarial fever and unable to be present, were ordered to the front and centre of the line. The order of the War Department awarding these medals for gallantry in battle at El Caney, Cuba, on July 1, 1898, was read.

The commanding officer of the regiment, Col. I. W. Powell, then advanced and attached the medal on the breast of each soldier, the band playing the "Star-Spangled Banner." The crowd of spectators on the plaza, including natives and Chinese, stood with uncovered heads as the National air was played. The ceremonies were closed by the compliment of a marching review tendered to Gen. MacArthur.

THE MANILA DEATH SENTENCES.

Will Not Be Executed Until Reviewed in Washington.

WASHINGTON, Sept. 17.—The Secretary of War, in response to numerous requests, cabled Gen. Otis regarding the two men of the Sixteenth Infantry, who, according to the press dispatches, had been condemned to death in the Philippines.

A reply was received to-night. It said that there was a third soldier now about to be tried in connection with the same case, and that when the court-martial was concluded the papers would be forwarded to the department.

The two men sentenced are Corp. Damhoffer and Private Conine of the Sixteenth Infantry. Senator Foster of Washington and many others petitioned the Secretary of War to intervene and prevent the summary execution of the sentence. It does not appear, however, that the case, which involves assaults on native women, is one in which the sentence can be executed without first being reviewed by the department.

The papers cannot reach Washington in less than thirty days. The name of the third soldier involved has not yet been made public.

HOME FROM THE PHILIPPINES.

Lieut. Overton, Who Was Wounded in Action, Reaches Whitestone.

Lieut. Winfield Scott Overton, who was wounded in the knee in the Philippines while leading Battery G, Third Artillery, in action, reached his home in Whitestone last night. Lieut. Overton is now on furlough. He was appointed an alternate to West Point, and entered the academy as his regular failed. He was graduated in 1897, and appointed Second Lieutenant of Battery G, Third Artillery.

While in the Philippines he was in command of the battery most of the time, the First Lieutenant being on detailed duty, and the Captain being engaged in duty at headquarters. He was wounded while leading an advance, and has been promoted to a First Lieutenancy for bravery on the field. He is to report when his leave expires to the Seventh Artillery.

The wound was caused by a brass-covered Remington bullet. The bullet entered two inches above the knee, and, missing the bone, passed through, and emerged two inches higher up. A man was detailed to take him back, and as they were leaving the field the man aiding the Lieutenant was himself wounded. The Lieutenant lay for an hour on the field before being taken up.

A gold-mounted sword has been purchased by subscription in Whitestone, and some day next week will be presented to the young soldier as coming from his fellow-townsmen. The presentation will be made by ex-Congressman Covert. Lieut. Overton's father, who is a newspaper man, was formerly a Police Judge in Whitestone.

RETURN OF VOLUNTEERS.

None Will Be Left at Manila When the Iowa Troops Leave.

WASHINGTON, Sept. 17.—The War Department to-day received the following cablegram from Gen. Otis:

Manila, Sept. 17.

Adjutant General, Washington:

Nevada cavalry booked for transport Ohio, which was detained because sent for wrecked Morgan City troops. Will probably leave Manila 24th inst. Iowas leave on Wednesday, when Tennessees arrive from South and sail as soon as papers completed. This will finish shipment of all volunteers and discharged men from regular establishment.

CRUISER BOMBARDS FORTS.

The Charleston Does Heavy Firing with Little or No Injury.

MANILA, Sept. 17.—The United States protected cruiser Charleston began a heavy bombardment of the forts on Subig Bay on Thursday. Little or no injury was done. The monitor Monterey and the gunboat Concord are returning to Subig Bay to continue the bombardment.

Pontoons for Manila.

The engineers at Willets Point worked hard all day yesterday getting out pontoons. These are to be sent to Manila. The order to ship them came on Saturday, and the men were set to work at once. They were taken down to the dock, and to-day will be put on a lighter and sent to Jersey City, where they will be loaded on flat cars. A detail of twenty-four men and three non-commissioned officers will accompany them to San Francisco.

MACEO'S REMAINS EXHUMED.

Thousands of Cubans Journeyed to Bejucal to Witness the Ceremony—Will Be Placed in Mausoleum.

HAVANA, Sept. 17.—The ceremony of exhuming the remains of Gen. Antonio Maceo and Francisco Gomez, son of Gen. Maximo Gomez, took place at Bejucal to-day in the presence of a large concourse. Two thousand persons went by special trains from Havana and as many more attended from the surrounding districts. Gov. Gen. Brooke was represented by Adjt. Gen. Richards. The exhumation was followed by addresses. Gens. Gomez, Pedro Betancourt, and Ruis Rivera, assisted by a committee composed of Adjt. Gen. Richards and others, carried the remains to a temporary shrine. The permanent mausoleum will be begun immediately.

The speakers expressed the opinion that Maceo was the greatest man whom the revolution had produced.

Gen. Rivera said: "In the presence of the sad remains of these Titan warriors my grief overwhelms me. Maceo afforded an example of true patriotism to all lovers of Cuba. His poor body lies before us, but his spirit is in the air, urging Cubans to imitate him in their readiness to die for their country. His remains will lie in a temporary abode until independence has been obtained as a permanent memorial. Let the Cubans strive to obtain that for which Maceo fought and died."

Gen. Lacret said: "Maceo died the death of a hero, and his memory will live among us forever, with that of his friend Francisco Gomez."

Gen. Gomez spoke briefly, declaring that he was overwhelmed by the kindness of those who were participating in the sad ceremony and that nothing remained for him to add to what had been said by Gens. Lacret and Rivera in memory of his beloved son.

PROSPECTS FOR CUBAN FIELDS.

Encouraging Reports from Santa Clara and Matanzas.

WASHINGTON, Sept. 17.—The War Department made public to-day the abstract of a report from Gen. James H. Wilson, commanding the Provinces of Matanzas and Santa Clara. Gen. Wilson gives a large amount of statistical information regarding the provinces and their products, which will be of interest to Americans intending to do business in the island.

He says that the social conditions have been much ameliorated since the American occupation, but that there are still a large number of destitute to be cared for, and there is a great need for roads. These will facilitate communication between the important towns, and allow the freer movement of staple products, such as sugar and tobacco, which is now almost interdicted by the lack of anything except the poorest sort of pack trails. He says that railroad building will be cheaper than making wider roads, and recommends one to connect Sancti Spiritus with Pacetas. He says that this road could be built for $10,000 a mile, a distance of forty miles. He says that there are other roads which are very much needed, and there is also necessity for a bridge over the River Danuji, one of the largest rivers in the island, which is navigable between Rodas and the Bay of Cienfuegos.

He says by far the most important product in Santa Clara is sugar, of which the province furnished in 1889 42 per cent. of the total exports from the island. The Provinces of Santa Clara and Matanzas together furnished in 1894 70 per cent. of the total sugar production of Cuba. The war left in operation forty-one sugar centrals and twenty-one others not in operation, but in working order. About eighty-seven were destroyed.

The crop of tobacco in Matanzas this year amounted to 85,000 bales. Gen. Wilson says the revival of agriculture has progressed rapidly in spite of discouraging circumstances. The people are greatly in need of draught animals, while pigs, sheep, and fowl have entirely disappeared. The native mules and horses at present are the best adapted to local use, owing to the very bad condition of the roads, but when this is improved he says the American horses will be in demand. Coffee culture has been almost abandoned for a number of years. Considerable interest is now being taken in its revival. The value of sugar land ranges from $3 to $60 an acre, but the foreign investors will be at a disadvantage as compared with the native in the examination of titles until responsible companies are established to look up deeds and grants.

CUBANS NOT YET PREPARED.

Havana Journal Urges Continuance of the Provisional Government.

HAVANA, Sept. 17.—The Epoca of Havana, an annexation paper, says:

"As a part is co-existent with the whole, the completing and confirming of Cuba for the Cubans may be compassed within the older expression, America for Americans. He must be, indeed, the victim of an illusion who supposes that a nation traditionally as conservative as the United States in all its international relations would have risked and fought a great war, assuming gratuitously the responsibility of driving 200,000 Spanish soldiers out of Cuba, and yet afterward consent to the establishment at its own doors of an enlarged edition of the Republics of Haiti and Santo Domingo.

"Provisional Governments are bad, but in this case the end justifies the means. Cubans are daily becoming more convinced that before a final decision is made there should be a further period of intervention in order to allow passions to cool and the political atmosphere to clear. The various proposals put forward by as many political leaders ought to be studied and carefully weighed. Let Cubans publicly repeat those expressions of distrust which they are ever ready to exchange in private. Let those who have climbed to the top of the political fence to get a better view of what is going on come down and enter the arena, and take their proper places in the programme."

PERRY BELMONT IN LONDON.

Arrived Yesterday and Denies the Interview of Sept. 6—Is Opposed to Bryan and Free Silver.

LONDON, Sept. 17.—Perry Belmont arrived in London this evening from Paris, not having been in England since July or having seen a reporter while in Europe.

What purported to be an interview with him, sent from London to the United States on Sept. 6, was the result of an imposition on the part of some one who, from what appear to have been interested motives, represented himself to a reporter at Euston Station, London, as being Mr. Belmont, and expressed the views with regard to American politics as cabled.

Mr. Belmont this evening authorized the statement that he has had no occasion to change the views expressed on June 17, on the eve of his sailing for Europe, and that he consistently holds to his already published opinions in regard to the financial doctrines of William Jennings Bryan and the Chicago platform, which he will continue to oppose. Mr. Bryan's views in regard to the currency are such that Mr. Belmont could not support him.

Mr. and Mrs. Belmont will sail for the United States next Wednesday on the White Star steamer Teutonic.

COLOMBIA OWES SALARIES.

Judicial Employes Have Had No Pay for Over Eighteen Months.

COLON, Colombia, Sept. 17.—The Supreme Court of Panama has granted leave of absence to all subaltern employes belonging to the judicial administration, their salaries now being over eighteen months in arrears.

This step seems calculated to force the Government to liquidate. The military officials continue to receive their salaries punctually each month.

Rains Benefit Indian Crops.

LONDON, Sept. 17.—Lord Curzon of Kedleston, Viceroy of India, telegraphed Lord George Hamilton, Secretary of State for India, yesterday that a fairly general rain had materially improved crop prospects in Hyderabad, Madras, Mysore, Bombay, and the Deccan, but that prospects in the central provinces are gloomy, while more rain is urgently needed in the northwest provinces for Winter sowings. The dispatch also says that prices are rising steadily.

IN FOREIGN LANDS.

AMENITIES OF THE SIEGE OF THE HOUSE IN THE RUE DE CHAMBROL.—All but the more rabid journals of the anti-Semitic press in Paris now contain humorous notes concerning the besieged Guerin and his followers in "Fort Chambrol." Various plans are now being suggested for his painless annihilation or his undignified exit from the premises. One scheme is proposed to open the sewer that leads into the "fort," ignite a quantity of sulphur in the orifice, and set an electric fan in motion with the idea of sending the sulphurous fumes into the anti-Semitic stronghold.

The starvation scheme has lost credit with the authorities, for it has been discovered that in some mysterious way the besieged are being supplied with provisions. At first it was thought that the nuns who occupy a convent a short distance from the "fort" were sending the Guerinists meat, bread, and wine by a subterranean way. It was discovered that the nunnery was receiving rather large supplies of provisions from butchers and other tradespeople in the neighborhood. The police requested an explanation, and a butcher's boy was even arrested and examined. A plausible explanation being forthcoming, the police surveillance of the convent was withdrawn.

It is the general opinion that as soon as the High Court, which is to try the plotters against the Government, is convened, drastic measures will be undertaken by the police to secure the arrest of the outlaws, and that without imperilling the lives of any member of the attacking party. The new plan, it is said, provides for a branch pipe from the water main in the street being connected with a high pressure hydraulic engine which would send the water gushing from the sinks and closets through all Guerin's rooms. By this method the besieged would be compelled to leave their fort, unless they wanted to be drowned in an artificially produced imitation of the Deluge.

One paper that has formerly given serious attention to the welfare of the besieged points out that it would be impossible for them to seek salvation in an ark like Noah and his family, for such a construction, or anything that could be utilized like it does not exist within the "fort." Another paper adds that the moment that it shall be ascertained that Guerin and his faithful men have perched themselves upon imitation Ararats in the shape of tables and bookcases, a close watch will be given to the foreign "camera fiends" that they may take across the Channel certain mementos of the great affair.

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THE SUGAR QUESTION IN ITALY.—It is not generally known that prior to ten years ago not an ounce of sugar was manufactured in Italy. Nevertheless, with the explanation of "protection for home industries," the Government placed a heavy tax upon the imported article. Unrefined sugar brought to the frontier cost about 30f. a quintal, (about 250 pounds.) On entering the country it was charged 88f. a quintal. Thus a kilo of sugar (about 2½ pounds) which originally cost about 5 cents was raised to the value of 25 cents. After being refined the price of the sugar, including the local tax, to the consumer is about 30 cents for 2½ pounds.

Quite recently Italian farmers have discovered that beetroot grows finely in Central and Southern Italy. This beetroot makes excellent sugar. In 1898 there were twelve plantations cultivating beetroot for sugar manufacture. It is expected that the output for this year will be 280,000 quintals.

In order to encourage the home manufacture of beetroot sugar some countries have placed bounties at the disposal of the growers. Italy has recently passed a law which imposes a heavy tax on domestic sugar.

Italian agricultural experts have estimated that with proper encouragement all the sugar consumed in the peninsula can in a few years be produced at home. The average amount consumed ranges from 800,000 to 900,000 quintals a year. This yields a duty to the Government of from 70,000,000 lire ($14,000,000) to 79,000,000 lire, which promises to be wholly reduced on account of the home-grown beetroot sugar.

The Government organs, in explanation of the new tax on domestic sugar, state that if domestic sugar is not taxed it will soon be sufficient for the needs of the people, and importation would cease. Consequently the duty on imported sugar would be removed. Hence, once the Government journals, without duty, foreign sugar will be so cheap as to compete with our own, so it is much better to maintain the latter within certain limits.

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THE NEW GOVERNOR OF GIBRALTAR.—According to the latest mail advices from London, Gen. Sir George White, V. C., has been appointed to succeed Sir Thomas Biddulph as Governor of Gibraltar. Like Lord Roberts and Lord Kitchener, Sir George White may be said to have been "discovered in service."

Sir George was born in County Antrim, Ireland, in 1835, and was educated at Sandhurst. He joined the Twenty-seventh Royal Inniskilling Fusiliers in 1853, and went with the regiment to India serving on the northwest frontier during the time of the mutiny. He was made Captain in 1863, and then went over to the Gordon Highlanders. With this corps he fought throughout the Afghan war, being at the battle of Charasiab, the occupation of Cabul, with the expedition to Maidan; he was also present at the investment of Sharpur, the capture of Takti Shah, and took part in the memorable march for the relief of Candahar.

Sir George won the Victoria Cross for conspicuous bravery at the battle of Charasiab, Oct. 6, 1879. Concerning this episode Lord Roberts writes in his book, "Forty-one Years in India": "At the first streak of dawn on the 7th I started, leaving Macpherson to come on with the heavy baggage as quickly as he could. I marched by the Sang-i-Nawishta defile, where Major White met me and explained his part in the victory of the previous day. From my inspection of the ground, I had no difficulty in coming to the conclusion that much of the success which attended the operations on this side was due to White's military instincts, and, at one supreme moment, his extreme personal gallantry. It afforded me, therefore, very great pleasure to recommend this officer for the Victoria Cross, an honor of which more than one incident in his subsequent caeer proved him to be well worthy."

At the battle of Candahar, on Sept. 1, 1880, Major White, in leading the final charge under a heavy fire from the Afghans, who held a strong position and were supported by two heavy guns, rode straight for the guns and captured them.

At the end of the Afghan hostilities Major White acted for a while as Military Secretary to the Viceroy. In 1884-5 he was transferred to Egypt, and took part in the first Nile relief expedition. The next year he returned to India, and proceeded to Burmah, and was in command during the insurrection at and capture of Mandalay. This campaign brought him the thanks of the Queen, Knighthood, and a commission as Major General. In 1891 he conducted an expedition for the protection of the inhabitants of the Zhob Valley. In 1893 he was appointed Commander in Chief in India, in succession to Lord Roberts.

His connection with the campaign of two years ago on the Indian northwest frontier caused his name to figure prominently in the cable dispatches of that period. About eighteen months ago he went to London and was nominated Quartermaster General in place of Sir Evelyn Wood, but could not take up the active duties of the office until about a year ago, owing to a serious accident in India, his leg having been fractured in three places by a fall from a horse.

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AUSTRIA AND HUNGARY RAPIDLY APPROACHING AN AGREEMENT.—The Emperor of Austria-Hungary has just returned to Vienna from a sojourn in Hungary. There he gave a long audience to M. Szell, the new Hungarian Premier; the latter also held a long conference with Count Goluchowski.

Simultaneously with the Emperor's arrival in Vienna official communiqués began to appear in the journals of that city and in those of Budapest, in which it was stated that the way was now open between the two parts of the dual empire for a permanent agreement in regard to the Ausgleich, which has distracted the country for over two years.

It is understood that the Hungarians have carried their point with the Emperor and the Austrian Cabinet. This is an unswerving adherence to the Ausgleich of 1867. It is expected that during the present week the Austrian Ministry and the Parliamentary parties will come to an understanding on the lines suggested by Emperor Francis Joseph.

The era of good feeling that has at last been established between the two parts of the empire is said, in a measure, to be due to the efforts of the Archduke Francis Ferdinand, the heir presumptive, who at the Bohemian manoeuvres was for the first time intrusted with the command of an army corps. According to both the Hungarian and Austrian press the heir presumptive has achieved considerable popularity in that part of Austria which is most distracted by the strife of the nationalities. Great stress is laid upon his unaffected affability and kindliness, of which the press of almost every party recount some touching instances. These characteristics, it is said, have won the hearts of both races.

Emperor Francis Joseph will attend in person the coming cavalry manoeuvres in Kis Ber, Hungary. These, besides arousing a great deal of enthusiasm in Austria as well as in Hungary, are to be of especial importance, as for the first time foreign attachés, besides those of the allied powers, have been invited to be present.

WINSLOW-HAVEMEYER WEDDING

The Ceremony Takes Place at Noon To-day at Newport.

Special to The New York Times.

NEWPORT, Sept. 17.—At noon to-morrow the wedding of Miss Dora Havemeyer, daughter of Mrs. Theodore Havemeyer, to Lieut. Commander C. McR. Winslow of the United States Navy will occur at the home of the bride's mother in Bellevue Avenue, and as the family of the bride is still in mourning, the affair will be a very quiet one, at which only relatives and intimate friends will be present.

The Rev. Father Meenan of St. Mary's Church here, assisted by the Rev. Father O'Farrell of the Church of the Holy Innocents, New York, will perform the ceremony at the cottage, as the Bishop of this diocese refused to grant a dispensation for a wedding in St. Mary's Church, where the bride and her family attend. During the afternoon the couple will leave for New York.

LITTAUER-MANICE WEDDING.

Ceremony Will Be Performed in New Haven This Afternoon.

Special to The New York Times.

NEW HAVEN, Conn., Sept. 17.—The marriage of Miss Kate Manice and William Littauer of New York will be quietly solemnized in Trinity Episcopal Church to-morrow afternoon at 3 o'clock by the rector, the Rev. Dr. Baker. Only the immediate members of the family will be present. Miss Manice is the niece of Judge A. Heaton Robertson, Corporation Counsel of this city, and is now staying with her grandmother, Mrs. J. B. Robertson, on Temple Street, in this city.

Mr. Littauer is a brother of Congressman Littauer, and inherited a comfortable fortune from his father. He is a graduate of Harvard, '86, and a member of the City, Larchmont Yacht, and New York Athletic Clubs. Mr. Littauer is well known in club sports, and is the owner of several race horses. He returned from Europe on the St. Paul two weeks ago. Miss Manice is a niece of William De Forest Manice of this city, and is noted as a clever whip. She has been spending the Summer at Narragansett Pier.

THE NEWS OF NEWPORT.

Special to The New York Times.

NEWPORT, Sept. 17.—Departures for New York include J. B. Eustis, Foxhall Keene, F. P. Garretson, and Whitney Warren.

James J. Van Alen, who sailed on the St. Paul from Southampton Saturday, will come to Newport for a short visit upon his arrival in New York.

The Casino concert and the grillrooms were very much missed features in the cottage life of Newport to-day.

Mrs. Hermann Oelrichs concluded her Newport season to-day, and returned to New York.

The steam yacht Narada sailed for New York to-day with Henry Walters on board, and will return Tuesday, when he will give a large dinner in honor of Prince Cantacuzene and Miss Grant.

Dr. Walter Gray Crump of New York is the guest of Mr. and Mrs. Robert Hall. Mr. and Mrs. Hall, who were thrown from their carriage in New York last Spring by an electric car running into their trap, are to spend the Winter here in the hope of recovering their shattered health.

Mr. Franklin, who has been the guest of Mr. and Mrs. Paul Andrews, has returned to New York.

Deputy Assistant District Attorney Robertson Honey of New York is the guest of his father, Col. S. R. Honey.

Gen. Lloyd Warren has returned from New York.

Prince Cantacuzene and Miss Grant and a large party of guests were entertained this morning at Gooseberry Island by Mrs. John Clinton Gray.

Mrs. George B. De Forest gave a dinner at Pinard cottage No. 5 this evening.

It is understood W. Starr Miller will build his cottage during the coming Winter on land opposite the cottage of Mr. and Mrs. Stuyvesant Fish.

The cottage of Mr. and Mrs. W. Storrs Wells is being prepared for the family's occupancy during the latter part of the week, when they will arrive from Europe to remain in Newport for a month.

Mrs. James Hude Beekman entertained at dinner this evening at Gooseberry Island in honor of Prince Cantacuzene and Miss Julia Dent Grant. The other guests were Miss French, Miss Barger, Beekman Winthrop, Reginald Tower, G. P. Messervy, Miss Netta Taylor, Miss Goddard, Potter Palmer, Jr., Honore Palmer, Walter Andrews, Miss Edith Clapp, Miss Edith Gray, Miss Virginia Gammell, W. M. Woodward, Joseph Minot, and Mr. and Mrs. Beekman.

Mrs. E. H. G. Slater has returned from Europe, and is visiting her sister, Miss Gammell. She expects shortly to occupy her cottage on the Cliffs, and remain here until late this Fall.

A DAY'S WEDDINGS.

Greaves—Snyder.

Arthur Greaves and Miss Lilian Leale Snyder of Carson City, Nev., were married yesterday by the Rev. Alfred E. Myers of the Marble Collegiate Church. Miss Snyder was formerly a newspaper writer, but left journalism to cultivate her musical talents. She has been studying in Paris for three years and has just returned. Mr. Greaves for twelve years has been connected with leading newspapers in this city.

Cushing—Newton.

WILMINGTON, Vt., Sept. 17.—The marriage of Miss Elizabeth Newton, daughter of John C. Newton of Holyoke, to Dr. Harry Alonzo Cushing, Lecturer in History at Columbia University, took place at Maplehurst, the bride's Summer home, yesterday afternoon. The ceremony was performed by the Rev. Mr. Estabrook of Wilmington. The bride was attended by her aunt, Mrs. William Penn McCann of New Rochelle, N. Y., as matron of honor, and Miss Grace E. Webber of Holyoke as maid of honor. The best man was Dr. Daniel D. Pease of New York, and the ushers were Albert H. Walker and Dwight Whitney Morrow of New York. Dr. and Mrs. Cushing will live at 106 West One Hundred and Fifth Street, New York.

GUARD AGAINST YELLOW FEVER.

Inspectors Will Be on All Mississippi Railway Trains.

JACKSON, Miss. Sept. 17.—Surgeon G. M. Magruder of the Marine Hospital Service, after consultation with the State Board of Health, has arranged a plan of train inspection over four of the principal railroads in Mississippi.

All passenger trains over the Yazoo and Mississippi Valley, Illinois Central, Louisville and Nashville, and the Queen and Crescent systems in the future will carry inspectors under the immediate supervision of the Marine Hospital Service, and no person from any point infected with yellow fever will be allowed to disembark unless bound for the North. The boundary prescribed in the regulations is the Kentucky State lines.

Passengers from points between New Orleans and Hazelhurst will be required to show their certificates when en route to other points in the State. Similar regulations apply to the other roads. The inspection goes into effect at once.

Sunday Concert at Koster & Bial's.

The first Sunday night concert at Koster & Bial's, under the management of Mr. Blei, was a success. Ada Colley again scored a hit last night. She received a curtain call after responding to two encores. Mlle. Dagmar also repeated her success of the opening night. John W. Ransone, Ed Lauri, Marshall and Darling, and M. De Villiers were among those who contributed to the success of the concert.

Cathedral of Mexico Illuminated.

CITY OF MEXICO, Sept. 17.—The national Independence celebrations went off with unusual eclat. The magnificent illumination of the Cathedral of Mexico by electricity was the cause of general admiration, and the great building could be seen for thirty miles away, like a vast mound of blazing light in the centre of the Valley of Mexico. The wife of President Diaz is somewhat improved in health, but was unable to take part in the celebrations.

CHARLES A. PILLSBURY DEAD.

The Western Miller Succumbed to Heart Disease in Minneapolis Yesterday—His Successful Career.

MINNEAPOLIS, Minn., Sept. 17.—Charles A. Pillsbury, the well-known miller, died in this city this afternoon at 5 o'clock of heart trouble. On account of poor health Mr. Pillsbury went to Europe Dec. 1, 1898, and returned the middle of June. While abroad he consulted with eminent physicians in London, Paris, Vienna, and Berlin, and returned to New York apparently much improved. The physicians agreed that he was suffering from heart trouble, caused by an enlargement of the stomach, which in turn was due to overwork and insufficient physical exercise. After reaching home, he grew gradually stronger, and seemed to be in a fair way to totally recover his health.

A week ago he took a trip to Southern Minnesota, but on his return he suffered from nausea. It was not until Saturday morning that dangerous symptoms developed. He then felt so ill that he concluded not to go to his office, although since his return from his European trip he has been devoting but about two hours a day to business. He remained at home nearly all day Saturday. In the evening he played cards with his wife and passed the evening cheerfully and happily.

During Saturday night he complained of great pain, and physicians were summoned. They remained with him through the night and to-day until a short time before Mr. Pillsbury died. He was conscious to the end and talked to his wife and friends who were in the room.

Charles Alfred Pillsbury was born in 1842 at Warner, N. H., the son of George A. Pillsbury. He attended school in Warner until he was twelve years old, when his father moved to Concord, N. H. The son continued his schooling at that place for four years, and, after being graduated at the end of that time, attended the academy at New London, N. H., to prepare himself for college. The means of the family were so slender that the boy often sold newspapers in the streets to help pay for his books and lessons.

In 1859 he entered Dartmouth College, and during the four years that he remained there taught school at intervals in order to secure enough money to pay his college expenses. After being graduated from college he went to Montreal, where he obtained a position as clerk in a general produce commission store. He obtained a small interest in the business after a few months, but at the end of three years sold out and decided to try his fortune in the West. His uncle, John S. Pillsbury, who afterward became Governor of Minnesota, had just removed to Minneapolis, and the young man followed him there. Soon after his arrival he made his first venture in the milling business, buying an interest for the sum of $10,000 in what was known as the Frazee & Murphy mill. This concern was regarded as a doomed business. It had a capacity of about 200 barrels a day, but was not paying its way, and Mr. Pillsbury was regarded as making a very foolish investment.

The after history of Charles A. Pillsbury is the history of what enterprise, hard work, and brains combined can do. The management of the mill, which was owned by Wells Gardner and George Crocker jointly with Mr. Pillsbury, was intrusted almost entirely to the latter. The first thing he did was to discover why the quality of the product was not satisfactory. He found that the reason lay in the treatment of the grain, and thereupon secured another $10,000, which he used to purchase purifiers. Other mill owners declared again that Mr. Pillsbury was a particularly foolish young man, but the results of his enterprise spoke louder than the critics, and at the end of a year he had succeeded in making a hitherto unsuccessful concern pay a profit of $6,000. This sum was used in the purchase of a second mill.

In 1875 Mr. Pillsbury's father, his uncle, and his brother, F. C. Pillsbury, joined the firm, and a third mill was secured. In 1880 the erection of the great "A" mill, now the largest in the world, was begun. The following year fire destroyed three of the old mills, but this catastrophe was not allowed to interfere in Mr. Pillsbury's progress toward commercial supremacy, and the mills were re-erected with every improvement invented to that date and with largely increased capacity. In 1889 the vast interests of Charles A. Pillsbury & Co. were sold to an English syndicate, which also acquired the Washburn mills Charles

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

Hanover National Bank
Capital, $1,000,000. Surplus and Profits, $2,500,000
9 and 11 Nassau St.

National Bank of Commerce
CAP. AND SUR., $8,500,000 31 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Phenix National Bank
49 Wall Street.

Continental Trust Company
30 Broad St.

Colonial Trust Company
CAPITAL & SURPLUS, $1,500,000.
ST. PAUL B'LD'G. 222 B'way.

Washington Trust Company
Stewart Building, 280 Broadway.

Real Estate Trust Co.,
30 NASSAU STREET.
Capital, Surplus, and Undivided Profits $900,000.
Receives Deposits, Allowing Interest.
Acts as Trustee, Transfer Agent, Registrar, &c.
PHILADELPHIA.
Fourth Street National Bank
Capital, $1,500,000. Surplus, $1,400,000.

BANKERS' CARDS.

Holmes & Co.,
EMPIRE BUILDING,
71 Broadway, New York.
Members { N. Y. Stock Exchange. N. Y. Cotton Exchange. Chicago Board of Trade.
Branch Office:
GRAND UNION HOTEL, SARATOGA.

Rudolph Kleybolte & Co.
BANKERS, STATE, COUNTY, MUNICIPAL and SCHOOL BONDS
1 Nassau St. New York.
Descriptive list furnished upon application. Correspondence invited.

KOUNTZE BROTHERS,
BANKERS,
Broadway & Cedar St. NEW YORK.
Investment Securities.
Foreign Exchange.
Loans made against approved collateral.
Interest allowed on deposits.
LETTERS OF CREDIT.
36 NASSAU STREET, NEW YORK.

Fisk & Robinson
BANKERS
Investment Securities
HARVEY EDWARD FISK,
GEORGE H. ROBINSON,
Member New York Stock Exchange.

Sutro Bros. & Co.
Members New York and Phila. Stock Exchanges.
56 Broadway, N. Y. 121 S. 5th St., Phila.
Carefully Selected
Investment Securities
Recommended.

JOSHUA BROWN & CO.
BANKERS,
45 and 47 Wall St., N.Y. 89 State St., Boston.
421 Chestnut St., Philadelphia.
Specialists in Investment Securities and monthly dividend paying Zinc Stocks.
Four % interest allowed on deposits, subject to check at sight.
We do not buy or sell stocks on a margin. Accounts of investors solicited.
Write for List of Desirable Investments.

Chester B. Lawrence, Jr.
Member Consolidated Stock Exchange.
STOCKS 10 shares and upward. 3 to 5 per cent. margin.
1,000 bushels and upward. WHEAT 3 to 5 per cent. margin.
Main Offices, 32 & 34 Broadway.
Branch Office, 621 Broadway.
Very Correct Market Letters Issued Daily.
OUT OF TOWN ORDERS A SPECIALTY.
New York Telephone, 4914 Cortlandt. Brooklyn Telephone, 3301 Brooklyn.

Geo. H. PRENTISS & Co
DEALERS IN
LOCAL SECURITIES,
37 William St., 208 Montague St.,
New York. Brooklyn.
MEMBERS OF N. Y. STOCK EXCHANGE.

E. C. POTTER & CO.
BANKERS AND BROKERS,
36 WALL STREET.
Members of New York Stock Exchange

FINANCIAL.

CERTIFICATE OF ANNUAL DRAWING FOR CANCELLATION OF
PANAMA RAILROAD
Sinking Fund 6% Subsidy Bonds,

NEW YORK, Sept. 7, 1899.

This is to certify that at a drawing held this 7th day of September, 1899, in our presence, at the office of the Panama Rail Road Company, the following one hundred and twenty-nine (129) Sinking Fund 6 per cent. Subsidy Bonds of the Panama Rail Road Company, viz.:

605	960	1326	1818	2322	2863
616	961	1340	1854	2333	2665
624	981	1344	1869	2364	2675
632	991	1371	1872	2396	2685
667	1006	1426	1897	2416	2691
672	1022	1476	1934	2439	2727
716	1025	1529	1967	2453	2728
748	1040	1539	1986	2479	2755
754	1047	1563	1997	2485	2767
755	1062	1578	2003	2535	2785
767	1070	1584	2029	2551	2809
772	1126	1588	2059	2559	2822
789	1134	1605	2119	2562	2839
794	1150	1618	2164	2572	2850
837	1151	1637	2173	2585	2858
844	1176	1658	2184	2614	2881
874	1224	1698	2227	2617	2898
887	1280	1714	2245	2619	2899
914	1301	1725	2253	2648	2945
917	1302	1743	2281	2655	2968
939	1317	1786	2282	2662	2983
957	1319	1808			

were designated for redemption at the office of the Panama Rail Road Company, at par on the 1st day of November, 1899, in accordance with the terms of the Sinking Fund Clause of the Trust Agreement between the Panama Rail Road Company and Messrs. G. S. Bowdoin and Geo. T. Bliss, Trustees, dated October 20, 1880.

INTEREST ON SAID BONDS WILL CEASE ON THE DAY NAMED FOR REDEMPTION.

SYLVESTER DEMING, Treasurer.
E. A. DRAKE, Secretary.

FINANCIAL.

BARING, MAGOUN & CO., NEW YORK,
Offer, at 112 and Interest,
$300,000 7% Cumulative Preferred Stock,
Preferred as to Dividends and Assets,
OF THE
NATIONAL CASH REGISTER COMPANY.

OF THE $1,000,000 OF PREFERRED STOCK AUTHORIZED ONLY $600,000 IS AT PRESENT ISSUED, THE BALANCE BEING HELD IN THE TREASURY OF THE COMPANY, AND ONLY ISSUABLE FOR CASH AT PAR, OR FOR PROPERTY PURCHASED TO THE VALUE OF $400,000.

Actual tangible assets are valued at over	$2,500,000.00
Earnings for 1898, as reported by Messrs. Deloitte, Dever, Griffiths & Co.	372,187.71
The Company reports earnings for first SIX MONTHS OF 1899	289,867.84

Of the $600,000 Preferred Stock, $300,000 has been sold, and we offer the balance, $300,000, AT 112 AND INTEREST FROM JULY 15, at which price it should net 6¼ % income.

COPIES OF PROSPECTUS, GIVING PARTICULARS, MAY BE HAD ON APPLICATION.

REORGANIZATION OF
KANSAS CITY, PITTSBURG & GULF R. R. CO.
AND ITS TERMINAL COMPANIES.

To the Holders of the Bonds and Stocks of the Kansas City, Pittsburg & Gulf Railroad Company,
AND
To the Holders of the Stock of the Kansas City Suburban Belt Railroad Company and Port Arthur Channel & Dock Company.

Notice is hereby given that the undersigned have prepared a plan of reorganization of the Kansas City, Pittsburg and Gulf Railroad Company and for the acquisition by said reorganized company of the stocks of the terminal companies, copies of which can be obtained at the office of the Provident Life and Trust Company, Philadelphia; Seaboard National Bank of New York, and the Guardian Trust Company of Chicago, depositories of the committee from which full particulars and details can be obtained. Briefly stated, the plan provides for the formation of a new company, which will acquire all the property of the existing Kansas City, Pittsburg and Gulf Railroad Company, and the whole, or at least a majority, of the stocks of the Kansas City Suburban Belt Railroad Company, and the Port Arthur Channel and Dock Company, thus bringing the whole system under one ownership and management.

The new company will issue the following securities:

First Mortgage fifty-year four per cent. Gold Bonds	$30,000,000
To be secured upon all the property now of the Kansas City, Pittsburg and Gulf Railroad Company and the stocks of the Kansas City Suburban Belt Railroad Company, and the Port Arthur Channel and Dock Company.	
Preferred Stock, four per cent. non-cumulative	$20,000,000
Common Stock	$30,000,000

These securities will be appropriated approximately as follows, besides payment in cash of coupon due April 1, 1899:

Bonds:	
For the conversion of the existing First Mortgage Bonds of the Kansas City, Pittsburg and Gulf Railroad Company, at the rate of $750 in new bonds for $1,000 of present bonds	$18,000,000
To be sold for cash requirements of new Company. These bonds have been underwritten at 85 per cent.	3,000,000
To be reserved for future requirements of new Company	9,000,000
Total	$30,000,000
Preferred Stock:	
To holders of present mortgage bonds, at rate of $400 for each $1,000 of said bonds	$9,600,000
For acquisition of the Capital Stock of the Kansas City Suburban Belt Company, at 75 per cent. of new stock for each share of existing stock	3,562,500
To participating stockholders, or the Syndicate who may pay $10 with or upon each share of the present Kansas City, Pittsburg and Gulf Railroad Company, stock	2,400,000
Reserved for future requirements.	4,437,500
Total issue	$20,000,000
Common Stock:	
To participating shareholders, or those who may pay $10 per share as above	$34,000,000
For acquisition of the Capital Stock of the Kansas City Suburban Belt Railroad Company at 25 per cent.	1,187,500
Reserved for future requirements.	4,812,500
Total issue	$30,000,000

A Voting Trust, to continue five years, to better secure an independent administration of the property, has been provided for, and Stock Trust Certificates will be issued for Preferred and Common Stock, as above mentioned.

The Reorganization Committee has arranged for the control of a majority of the capital stock of the Port Arthur Channel and Dock Company, and it is intended to retire the bonds secured upon the terminal properties by the issue of a 3½ per cent. terminal bond, secured upon said terminals and guaranteed, if found desirable, by the new company. Such new bonds will be based upon and restricted to the earnings of said terminal properties as they may be ascertained upon future operation.

The bonds to be sold and payments for new stock, which shall not be made by participating stockholders, have been underwritten, and the sum of $4,950,000 will thus be provided for the cash requirements as specified in said plan, and which is believed to be amply sufficient therefor.

The holders of the various securities above named may become parties to the reorganization agreement by depositing their securities in either of the following depositories:

Provident Life and Trust Co., Philadelphia; Seaboard National Bank, New York; Guardian Trust Co., Chicago,

ON OR BEFORE THE TWENTIETH DAY OF SEPTEMBER, 1899, FOR WHICH NEGOTIABLE CERTIFICATES OF DEPOSIT IN USUAL FORM WILL BE ISSUED.

NO DEPOSIT OF SECURITIES WILL BE RECEIVED AFTER THAT DATE EXCEPT UPON SUCH TERMS AS THE UNDERSIGNED MAY IMPOSE.

The proposed plan has been prepared by the committee with the approval and co-operation of the holders of large amounts of the securities affected thereby, whose recommendation to their fellow security holders to promptly accept said plan will be found attached to the printed plan and agreement, which can be obtained from either of the depositories or from the undersigned.

Dated Philadelphia, August 17th, 1899.

WILLIAM F. HARRITY, Chairman,
A. HECKSCHER (New York),
HERMAN SIELCKEN (New York),
SAMUEL R. SHIPLEY,
SILAS W. PETTIT,
WINTHROP SMITH,
WILLIAM EDENBORN (Chicago),
MAX PAM (Chicago),
Committee.

LATHROP, MORROW, FOX & MOORE,
No. 117 West Sixth Street, Kansas City, Mo.
PAM, DONNELLY & GLENNON,
Rookery Building, Chicago.
READ & PETTIT,
No. 328 Chestnut Street, Philadelphia.
Counsel for Reorganization Committee.

TO THE HOLDERS OF
Pittsburgh, Cleveland & Toledo RR. Co.
First Mortgage 6% Gold Bonds, due 1922.

In view of the contemplated reorganization or readjustment of the affairs of the Pittsburgh & Western Railway Company, of whose system your line forms a most important part, and in order to protect your interests, the undersigned have consented to represent the bondholders, and therefore request you to deposit your bonds with the City Trust Company of New York, which will issue its negotiable certificates therefor under a Bondholders' Protective Agreement, copies of which can be obtained from the City Trust Company or at our office.

It is important that the bonds should be deposited at once in order that such measures can be promptly taken as may insure the rights of the bondholders.

Simon Borg & Company
20 NASSAU STREET, NEW YORK CITY.
September 11, 1899.

Grand Rapids & Indiana R. R. Co.
First Mortgage 7% Land Grant Bonds.
MATURING OCTOBER 1, 1899.
Philadelphia, September 15, 1899.

THE PENNSYLVANIA R. R. CO.
GENERAL OFFICE.

IN ACCORDANCE WITH THE AGREEMENT WITH THE GRAND RAPIDS AND INDIANA R. R. CO., THE ABOVE BONDS WILL AT MATURITY, OCTOBER 1, 1899, BE PURCHASED ON PRESENTATION AT THIS OFFICE.

COUPONS ON SAID BONDS WILL BE PAID, AS HERETOFORE, AT THE OFFICE OF WINSLOW, LANIER AND CO., NEW YORK CITY.

ROBT. B. SMITH, TREASURER.

WANTED—INVESTMENTS BROKERS OR men who will sell dividend stock. T. C., Box 94, 1,242 Broadway.

FINANCIAL.

Guaranty Trust Co.
of New York.
NASSAU, CORNER CEDAR STREET.

CAPITAL,	$2,000,000
SURPLUS,	$3,000,000

ACTS AS TRUSTEE FOR CORPORATIONS, FIRMS, AND INDIVIDUALS, AS GUARDIAN, EXECUTOR, AND ADMINISTRATOR. TAKES ENTIRE CHARGE OF REAL AND PERSONAL ESTATES.

INTEREST ALLOWED ON DEPOSITS subject to cheque or on certificate.

DRAFTS ON ALL PARTS OF GREAT BRITAIN, FRANCE, AND GERMANY BOUGHT AND SOLD. COLLECTIONS MADE. TRAVELLERS' LETTERS OF CREDIT AVAILABLE IN ALL PARTS OF THE WORLD, AND COMMERCIAL LETTERS OF CREDIT ISSUED.

WALTER G. OAKMAN, President.
ADRIAN ISELIN, JR., Vice-President.
GEORGE R. TURNBULL, 2d Vice-President.
HENRY A. MURRAY, Treas. and Sec.
J. NELSON BORLAND, Asst. Treas. and Sec.
WM. C. EDWARDS, 2d Asst. Treas. and Sec.
JOHN GAULT, Manager Foreign Dept.

DIRECTORS:

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August Belmont,	Richard A. McCurdy,
Frederic Cromwell,	Levi P. Morton,
Walter R. Gillette,	Alexander E. Orr,
G. G. Haven,	Walter G. Oakman,
E. H. Harriman,	Henry H. Rogers,
R. Somers Hayes,	H. McK. Twombly,
Charles R. Henderson,	Frederick W. Vanderbilt,

Harry Payne Whitney.

LONDON BRANCH,
33 LOMBARD STREET, E. C.

Buys and sells exchange on the principal cities of the world, collects dividends and coupons without charge, issues travellers' and commercial letters of credit, receives and pays interest on deposits subject to cheque at sight or on notice, lends money on collaterals, deals in American and other investment securities, and offers its services as correspondent and financial agent to corporations, bankers, and merchants.

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CLYDESDALE BANK, Limited,
NATIONAL PROVINCIAL BANK OF ENGLAND, Limited,
PARR'S BANK, LIMITED.

Solicitors,
FRESHFIELDS AND WILLIAMS.
London Committee,
ARTHUR JOHN FRASER, Chairman,
DONALD C. HALDEMAN.

COLONIAL TRUST COMPANY.
ST. PAUL BUILDING.
222 BROADWAY NEW YORK.
CAPITAL AND SURPLUS, $1,500,000.
Legal Depositary for Court and Trust Funds.
TRANSACTS A GENERAL TRUST BUSINESS
Acts as Executor, Administrator, Guardian, Committee, Trustee, Receiver, Assignee, Registrar, Transfer and Fiscal Agent.
ALLOWS INTEREST ON DAILY BALANCES
Subject to check, payable at sight or through the New York Clearing-house and on certificates of Deposit.
TAKES ENTIRE CHARGE OF REAL ESTATE.
ACTS AS TRUSTEE FOR RAILROAD AND OTHER MORTGAGES.
TRANSACTS A GENERAL BANKING BUSINESS

OFFICERS:
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RICHARD DELAFIELD, CORD MEYER, JAMES W. TAPPIN, } Vice-Presidents.
ARPAD S. GROSSMANN, Treasurer
EDMUND L. JUDSON, Secretary.
PHILIP S. BABCOCK, Trust Officer.

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Anson R. Flower,	Perry Belmont,
Lowell M. Palmer,	Wm. T. Wardwell,
John E. Borne,	Henry N. Whitney,
Richard Delafield,	Theo. W. Myers,
Daniel O'Day,	L. C. Dessar,
Percival Kilbne,	Geo. Warren Smith,
Frank Curtiss,	John S. Dickerson,
Vernon H. Brown,	James W. Tappin,
Seth M. Milliken,	Geo. W. Quintard
W. Seward Webb.	

North American Trust Company
100 BROADWAY, NEW YORK.

Capital	$2,000,000
Surplus	1,000,000

Fiscal Agent for the United States in Cuba.
Fiscal Agent for the State of Washington.

OFFICERS.

Alvah Trowbridge	President
Heman Dowd	Vice-President
S. L. Conklin	Secretary
F. C. Prest	Assistant Secretary

DIRECTORS.

Alvah Trowbridge,	Luis Suarez Calban,
John G. Carlisle,	Henry F. Shoemaker,
Charlton T. Lewis,	Roland R. Conklin,
Samuel M. Jarvis,	Wager Swayne,
James B. Dill,	James S. Kuhn,
Hugh Kelly,	Arnold Marcus,
C. W. Drake,	S. L. Conklin,
	Heman Dowd.

SINKING FUND NOTICE.
RICHMOND AND DANVILLE RAILROAD COMPANY
EQUIPMENT 5% MORTGAGE BONDS Datde September 3d 1889.

The Central Trust Company of New York, Trustee, gives notice that in accordance with a certain indenture made by the above Railroad Company, dated September 3d, 1889, it will receive sealed proposals to sell the above-described bonds at a rate not to exceed par and accrued interest, the total offer not to consume more than the amount of Fifty-one thousand one hundred and twenty-two 25-100 dollars, ($51,122.25.) Sealed proposals will be opened at the office of the Central Trust Company of New York, in New York City, at twelve o'clock noon on September 22d, 1899.

CENTRAL TRUST COMPANY OF NEW YORK, Trustee.
By E. F. HYDE, 2d Vice President.

FINANCIAL.

LEWIS A. MAY,
Member { Consolidated Stock Exchange of N. Y. / New York Produce Exchange.
ALEXANDER M'ELWEE,
Member Consolidated Stock Exchange of N. Y.
EUGENE F. ENSLEN,
Cashier Jefferson County Savings Bank.

LEWIS A. MAY & CO.
BANKERS AND BROKERS,
31 and 33 Broadway, New York.
(Occupying entire first floor of the Munn Building.)
Members { Consolidated Stock Exchange of N. Y. / New York Produce Exchange.
STOCKS, BONDS, GRAIN, COTTON, PROVISIONS COFFEE
Bought and sold for cash or on margins of 3 to 10 per cent.
COMMISSION, 1-16.
Send for our "HIGH AND LOW PRICES," a comprehensive publication showing the highest and lowest prices of Stocks, Grain, and Cotton each day for the past year. Mailed free on request.
WRITE FOR OUR VALUABLE MARKET LETTER, issued daily and sent free.
On Monday we will issue a Special Letter entitled
"Liquidation—Selling Short—What Next?"
All speculators should write or wire for it.
HIGHEST BANK REFERENCES AND FINANCIAL RATING.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

"OUTSIDE" SECURITIES
DEALT IN.
DAVID PFEIFFER, 18 Wall St

DIVIDENDS.

Chicago, Milwaukee & St. Paul Railway Company.
30 Broad Street.
New York, September 14th, 1899.

Notice is hereby given that from the net earnings of the fiscal year ending June 30th, 1899, there has been declared a regular dividend of Three Dollars and Fifty Cents per share on the Preferred stock, and Two Dollars and Fifty Cents per share on the Common stock of this Company, payable October 21st at the Company's office in New York City.

The Transfer books will close at three P. M. on the 2d day of October, and reopen for transfers, ex dividend, on the thirteenth day of October following.

FRANK S. BOND, Vice President.

Western Union Telegraph Company,
NEW YORK, September 16th, 1899.
DIVIDEND NO. 124.

The Board of Directors have declared a quarterly dividend of ONE AND ONE-QUARTER PER CENT. upon the capital stock of this Company, payable at the office of the Treasurer on and after the 16th day of October next, to shareholders of record at the close of the transfer books on the 20th day of September, inst.

For the purpose of the annual meeting of stockholders, to be held Wednesday, the 11th day of October next, and of the dividend above referred to, and transfer books will be closed at three o'clock on the afternoon of September 20th, inst., and reopened on the morning of October 12th, 1899.

M. T. WILBUR, Treasurer.

Pittsburgh, Youngstown and Ashtabula Railroad Company.
Pittsburgh, Pa., September 15, 1899.

The Board of Directors of this Company has declared a dividend of Three and One-half Per Cent. (3½%) on its PREFERRED stock and a dividend of Three Per Cent. (3%) on its COMMON stock, clear of taxes, both payable in cash on and after September 25th, 1899, to the shareholders of record on the books of the Company's Agent in New York at 3 P. M. on September 15th, 1899. The transfer books will close on the 15th and open on the 25th instant.

Checks will be mailed on the 25th instant to shareholders who have filed permanent orders.

T. H. B. McKNIGHT, Treasurer.

The Chicago and Alton Railroad Co.,
New York, September 14, 1899.

A dividend of Two Dollars and a Quarter ($2.25) per share on the Common Stock of this company has been declared, payable at the Fiscal Agency of the company, Messrs. Cuyler, Morgan & Co., No. 44 Pine St., New York City, on and after October 2rd, 1899, to the holders of the Common Stock of record at the close of business September 20th, 1899. The Common stock transfer books will close for that purpose at the close of business on September 20th and reopen at 10 o'clock A. M. October 3, 1899.

ALEX. MILLAR, Secretary.

DIVIDEND NOTICE.
United Shoe Machinery Co.,
Boston, Sept. 14, 1899.

At a meeting of the Board of Directors of the United Shoe Machinery Company, held this day, a quarterly dividend was declared of 1½% (37½ cents per share) on the preferred stock and 2% (50 cents per share) on the common stock, payable Oct. 14, 1899, to stockholders of record at the close of business Sept. 19th.

The transfer books will be closed from 2 P. M. Sept. 19 to 10 A. M. Oct. 2d.

Cleveland, Cincinnati, Chicago & St. Louis Railway Company.
Sept. 14, 1899.

A quarterly dividend of one and one-quarter (1¼) per cent. will be paid on the preferred stock of this company on Oct. 20th 1899, to stockholders of record at the close of business Sept. 30th, 1899, at the office of Messrs. J. P. Morgan & Co., New York.

The transfer books will close at 3 P. M. Sept. 30th, 1899, and be reopened at 10 o'clock A. M. Oct. 5th, 1899.

C. F. COX, Treasurer.

American Car & Foundry Co.
St. Louis, September 2, 1899.

Preferred Capital Stock Dividend No. 2

At a meeting of the Board of Directors held this day, it was resolved that a dividend of 1¾% on the preferred capital stock of the company be declared payable on Wednesday, Nov. 1, 1899, at the office of the Guaranty Trust Company of New York, No. 85 Cedar Street, New York City, to stockholders of record at the close of business on Tuesday, Oct. 10, 1899. Transfer books will close Tuesday, Oct. 10, and reopen Friday, Nov. 3.

FRED. H. EATON, 1st Vice President.

Electric Vehicle Company.

The Board of Directors have this day declared a dividend of TWO PER CENT. on the Common Stock, payable Oct. 2, to Common Stockholders of record at the close of the transfer books on Wednesday, September 20th, 1899.

The transfer books will close on Wednesday, Sept. 20th, 1899, at 2:15 P. M., and reopen on Thursday, Oct. 5, 1899.

ROBERT McA. LLOYD, Secretary.

Dated September 13, 1899.

Office of the United Gas Improvement Company.
N. W. Corner Broad and Arch Streets,
Philadelphia, Pa.,
September 13th, 1899.

The Directors have this day declared a quarterly dividend of 2%, ($1 per share,) payable October 14th, 1899, to stockholders of record at the close of business September 30th. Checks will be mailed.

EDWARD C. LEE, Treasurer.

The Fifth Avenue Bank of New York,
5th Av. and 44th St.
Sept. 15th, 1899.

A regular dividend of 20 per cent, and an extra dividend of 5 per cent. (both free of tax) have been declared on the capital stock of this bank, payable October 2d, 1899. Transfer books will be closed from noon of September 21st until October 2d, 1899.

FRANK DEAN, Cashier.

New York, New Haven and Hartford Railroad Company.
New Haven, Conn., September 18th, 1899.

The stock transfer books of this company will be closed at the close of business on the 20th inst. and remain closed to and including the 30th inst., for purposes of dividend payable on the latter date. By order of the Board of Directors.

WILIAM L. SQUIRE, Treasurer.

Knickerbocker Ice Company,
Chicago, Ill., Sept. 13, 1899.

The Board of Directors have this day declared a quarterly dividend of 1½ PER CENT. on the common stock of the Knickerbocker Ice Company of Chicago for the quarter ending Sept. 30 next, payable Oct. 1. Books close Sept. 19 and open Oct. 3.

WILLIAM A. WALTER, Secretary.

MEETINGS AND ELECTIONS.

ANNUAL STOCKHOLDERS' MEETING OF THE HOCKING VALLEY RAILWAY COMPANY
Office of the Secretary.
Columbus, Ohio, Sept. 16th, 1899.

Notice is hereby given that the annual meeting of stockholders of the Hocking Valley Railway Company, for the election of nine Directors, and for the transaction of such other business as may lawfully come before the meeting, (including the ratification of all acts of the Board of Directors and all committees thereof since the organization of the company,) will be held at the office of the Company, Spahr Building, Columbus, Ohio, on Tuesday, the 3d day of October, 1899, at 10 o'clock A. M.

The stock transfer books were closed at the office of Messrs. J. P. Morgan & Co., No. 23 Wall St., New York City, on Tuesday, September 5, 1899, at 3 o'clock P. M., and will reopen on Wednesday, October 4, 1899, at 10 o'clock A. M.

By order of the Board of Directors.
WILLIAM N. COTT, Secretary.

UNION PACIFIC RAILROAD COMPANY.

The annual meeting of the stockholders of Union Pacific Railroad Company will be held at the office of the company, in Salt Lake City, Utah, on TUESDAY, October 10th, 1899, at twelve o'clock noon for the election of fifteen Directors of the company, and for the transaction of such other business that may legally come before the meeting.

The books for the transfer of stock (both Common and Preferred) will be closed for the purposes of the meeting at the close of business on Saturday, September 9th, 1899, and will be reopened on the 11th day of October, 1899, or in the event of any adjournment of said meeting, or of the special meeting of stockholders to be held on October 9th, 1899, then on the day following the date of the last of any such adjourned meetings.

ALEX. MILLAR, Secretary.

Dated August 30th, 1899.

Louisville & Nashville R. R. Co.

The annual meeting of the stockholders of the Louisville and Nashville Railroad Company will be held at the office of the Company in the City of Louisville, Kentucky, on Wednesday, the 4th day of October next.

The stock transfer books will close on Friday, September 22, 1899, at 3 P. M., and reopen on Thursday, October 5, 1899, at 10 A. M.

J. H. ELLIS, Secretary.

Louisville, Ky., Sept. 1, 1899

THE FINANCIAL MARKETS

If it were certain that the perversities manifested in last week's stock market had worked themselves out, the widely heralded Fall boom in securities might begin at once. Conditions certainly seem ripe for it. With general business bowling along at a pace beyond all foreshadowings and the earnings of securities multiplying dividend winners in all quarters, a lagging stock market is an anomaly. The steadiness of the general list satisfies holders that it is in no danger, but there are better things than gathering in desirable stocks at concessions. One of them is the spectacle of quotations well above purchase prices.

Hope of material improvement in prices is universally cherished. It is only a question when the procession will start. Predictions abound as to the scope and extent of the new movement. Market reports made not long ago chronicled dealings in 215 stocks. Since that number is not likely to be much increased, estimates deal with material in hand instead of venturing upon a wider field. The opinion prevails that the advance in prices for the last year has not discounted business improvement. Specialties developed to the neglect of properties deserving of higher prices. This applies particularly to low-quoted railroad and industrial issues. As to the general list, recent depression has prepared it for a vigorous bull movement.

Tight money is no longer feared. Recent alarms disclosed sources of supply that had heretofore been unobtrusive and unconsidered. The banks ought to improve their conditions, and they will seek to do so by means calculated to put no embargo on either the financial or the mercantile community. Money at the legal rate is surely not tight. Causes aside, that rate is a good sign. It means business activity. Increase of merchandise to be handled requires the use of more money than usual, and advancing prices have the same effect. When the demands of general business take cheap call money out of the market, compensation may confidently be expected in improved prices for securities, based on earnings and profits.

As to causes that now affect the banks, a remedy may be easily found if the Treasury Department so wishes. Its application need be only temporary, for when crop loans return from the West and South and foreign trade conditions bring gold, as they promise shortly to do, the banks will have money enough for every purpose.

RAILROADS AND COAL.

Reports of railroad activity and prosperity continue to come in from many quarters. It is not surprising, therefore, to hear Mr. George E. Merchant, General Superintendent of the Buffalo, Rochester and Pittsburg, add his testimony to that given by many other railroad men, all bearing out the good times records. Mr. Merchant says:

"My experience has been that the railroad business is exceptionally good, and railroad men all over the country tell me the same thing. We are now operating a line through to Pittsburg, and our business has thereby been increased.

"We are a coal-carrying road, and inasmuch as the demand for bituminous coal has been extraordinarily heavy, we have been kept uncommonly busy. Coal rates are stiffening, and they probably will go higher. The outlook for coal and in the coal districts is certainly very reassuring.

"We are suffering at present from a shortage of cars, due to the increased demand put upon us.

"Railroad rates hold firm, and not unlikely they will go higher. Certainly they will not go lower."

FACTS THAT TALK.

Striking proof of the activity in the iron trade is given by C. H. Smyth of Clinton, N. Y., whose establishment, the Franklin Iron Manufacturing Company, after being closed since 1892, has just been started up by Mark A. Hanna & Co. of Cleveland, to whom it has been leased. Mr. Smyth says:

"Our works were shut down in 1892, and I can frankly say that I never expected to see the furnaces lighted again. But the good times came upon the country; they struck the iron and steel trade industries, and such an impetus was given that works that have been idle for years are now either in full blast or are being put into working order.

"The outlook for iron was never more hopeful, and, as I am a firm believer in the old saying that 'Iron is King,' I believe the country will see a long period of prosperity. My experience has been that when iron moves up everything else moves with it. In my opinion, the future will show that, in this respect, at least, history repeats itself.

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"I have talked with a great number of iron and steel men, and they all tell me the same story—large orders sufficient to carry them well on into next year, and at good prices. The demand has never been so great, and in many cases it will be simply impossible to fill orders on time.

"The lessees of our plant took hold about two weeks ago, and, as I understand it, they already have a large batch of orders ahead.

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"As for the general business situation, it seems to me we could not wish for much better. Everywhere there is continued activity, labor is prosperous and well employed, and money is comparatively easy. What is more, all the indications point to a continuation of the good times."

MONEY AND EXCHANGE.

Money on call during the week loaned at 2@9 per cent., closing on Saturday at 3 per cent.

Time money, 5@5½ per cent. for all periods. Commercial paper rates, 4¾@5 per cent. for sixty to ninety days' indorsements, 5@5½ per cent. for choice single names, and 6 per cent. for others.

The Bank of England lost £332,661 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 51.25, became 52.15 per cent. The rate of discount was unchanged at 3½ per cent. The Bank of France lost 4,800,000f gold and gained 6,700,000f in silver.

Foreign exchange market weak. Posted rates were $4.84 for sixty days and $4.87½ for demand. Actual rates were $4.82¾ for sixty days, $4.86 for demand, $4.86⅜@$4.86½ for cable transfers, and $4.82@$4.83 for commercial.

In Continental, Paris francs were quoted at 5.21⅞ less 1-16 for long and 5.19¾ less 1-16@5.20 for short; reichsmarks at 94 3-16 and 95@95 1-16, and guilders at 39 15-16 and 40%.

New York exchange was quoted as follows: Chicago—30c discount. Boston—Par @5c discount. San Francisco—Sight, 12½c premium; telegraphic, 15c premium. New Orleans—Commercial, 1.75@$2 discount; bank, 50c premium. Savannah—Buying, 1-16c discount; selling, 75c per $1,000 premium. Charleston—Buying, 1-16c discount; selling, 1-16c premium. Cincinnati—Between banks, par to 35c discount; over counter, 50c premium. St. Louis—50c discount.

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. The figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
Sept. 14, 1899	£35,612,767	.....
Sept. 15, 1898	34,650,808	.....
BANK OF FRANCE.		
Sept. 14, 1899	76,895,118	£47,630,606
Sept. 15, 1898	74,852,418	49,614,820
BANK OF GERMANY.		
Sept. 14, 1899	26,983,000	13,900,000
Sept. 15, 1898	27,974,000	14,410,000
RUSSIA.		
Sept. 14, 1899	93,653,000	5,218,000
Sept. 15, 1898	106,588,000	4,218,000
AUSTRIA-HUNGARY.		
Sept. 14, 1899	36,675,000	12,682,000
Sept. 15, 1898	35,222,000	12,595,000
SPAIN.		
Sept. 14, 1899	13,073,000	13,600,000
Sept. 15, 1898	10,656,000	5,484,000
ITALY.		
Sept. 14, 1899	15,543,000	1,385,000
Sept. 15, 1898	14,778,000	2,195,000
NETHERLANDS.		
Sept. 14, 1899	2,741,000	5,964,000
Sept. 15, 1898	4,314,000	6,780,000
BELGIUM.		
Sept. 14, 1899	2,907,000	1,498,000
Sept. 15, 1898	2,877,000	1,439,000
Total for week	£304,172,885	£101,877,608
Total preceding week	304,785,015	102,421,540
Corresponding date last year	311,912,226	96,735,820

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce at the Port of New York for the week ended Friday last, as compared with the corresponding week of last year. In the case of the exports of general merchandise the returns are for the week ended Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended Sept. 15, 1899	$9,160,370
Week ended Sept. 16, 1898	8,629,352
From Jan. 1, 1899	363,149,021
From Jan. 1, 1898	306,110,941

Exports of General Merchandise.

Week ended Sept. 12, 1899	$8,528,387
Week ended Sept. 13, 1898	8,666,204
From Jan. 1, 1899	314,930,170
From Jan. 1, 1898	334,240,095

Imports of Gold.

Week ended Sept. 15, 1899	$427,334
Week ended Sept. 16, 1898	2,226,616
From Jan. 1, 1899	9,678,471
From Jan. 1, 1898	77,286,336

Exports of Gold.

Week ended Sept. 15, 1899	$4,167
Week ended Sept 16, 1898	685,807
From Jan

EXCURSIONS.

THE FAMOUS STEAMERS

Republic and Columbia

FOR

Dewey Day and Yacht Races

Both the big Long Branch Ocean Route steamboats will leave Pier 10 East River (between South Ferry and Wall Street) at 11 A. M. on Dewey Day and will take part in the grand Naval Parade, having been assigned places in the line. They have immense deck space for sight-seeing, spacious saloons, are steam heated, and equipped with excellent restaurants. For the Night Display leave Pier 10 E. R. at 7 P. M. Tickets $3.00 for Day Parade, $2.00 for Night Display, or $4.00 for both.

FOR AMERICA'S CUP RACES the COLUMBIA will leave Pier 10 E. R. on each day, following the yachts over the entire course. The boat needs no recommendation for seagoing work or speed. She is well known and popular, and provided with every comfort. Restaurant service will be complete. Number of passengers limited. Tickets, $3.00 each day, or $9.00 all days, whether three or more. Tickets for Dewey Day or Races may be reserved and descriptive circular of yacht races sent on application to

W. F. RUSSELL, 1,181 BROADWAY. Phone, 211 Madison Square.

COOK'S TOURS

Dewey Celebration

AND THE

Yacht Races

Union Ticket Offices for all the Best Steamers attending the Dewey Celebration Naval Parade and the International Yacht Races. Staterooms reserved, tickets, and all information.

Choice of Ten Steamers

THOS. COOK & SON, 261 Broadway, corner Warren. 1225 Broadway, corner Thirtieth.

COOK'S TOURS

DEWEY DAY.

STEAMER GAY HEAD.

THREE DECKS—AMPLE SALOON. CAPACITY 2,000—LIMITED TO 1,500.

Leaving foot West 20th St., N. R., 10:30 A. M. Select party. Buffet luncheon by Cardani included in price of ticket. KALTENBORN'S ORCHESTRA.

Tickets now selling at several leading clubs to members. A limited number to others at $3 each. Tickets and all facilities at Wall's cafe. Mail orders with check promptly filled. Address LESSEE OF STEAMER GAY HEAD, care City Club, 19 West 34th St.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."

From Brooklyn, Fulton St., (by Annex)..8 A. M. " New York, Desbrosses St. Pier..8:40 " " New York, West 22d St. Pier....9:00 "

Returning, due in New York 5:30 P. M. MORNING AND AFTERNOON CONCERTS

ROCKAWAY BEACH.

Trains leave New York, foot 34th St., E. R., 6:50, 8:30, 9:20, 10:00, 10:50 A. M.; 12:50, 1:50, 2:30, 4:20, 5:30, 6:30, 6:50, 7:40, 8:40, 10:00 P. M., 12:00 night. Last train returning 10:40 P. M. EXCURSION TICKETS, 40 CENTS.

DEWEY CELEBRATION.

DEWEY PARADE

RIVERSIDE DRIVE AND 107TH ST.

UNOBSTRUCTED VIEW

of River and Drive for both Parades and illumination. Rooms and Balconies to let, with use of roof Accommodation for families, use of toilets; facilities for luncheon.

REFERENCES REQUIRED.

Particulars on premises or of owner,

CHARLES BUEK, 109 WEST 42D STREET.

FOR SALE.

Typewriters : 1,000 new and second-hand : Remingtons, Smith Premiers, and other standard : makes rented $3.00 per Rented & : month. Stands, ribbons, and : inspection service free. F. Sold. : S. WEBSTER COMPANY, : 317 Broadway. Telephone : 1338 Franklin.

SUMMONSES.

SUPREME COURT—TRIAL DESIRED IN THE County of New York.—CENTRAL TRUST COMPANY OF NEW YORK and CHARLES WEHRHANE, as Trustees of the trust created by the third clause of the will of Julius Hallgarten, deceased, for the benefit of Matilda Hallgarten and remaindermen, and said Central Trust Company of New York, plaintiffs, against JOSEPHINE REYNOLDS, James L. Reynolds, Charles L. Regenhard and Mary Regenhard, his wife, the name Mary being fictitious, her real name being unknown to plaintiffs; Anna S. Finck, and William Carl as receiver for the benefit of said Anna S. Finck, of the rents, issues and profits of 1,196 and 1,198 Park Avenue, in the City of New York, (Manhattan Borough,) defendants.—Summons.

To the above-named defendants:

You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated New York, July 7th, 1899.

BUTLER, NOTMAN, JOLINE & MYNDERSE, Plaintiffs' Attorneys.

Office and Post Office address, 54 Wall Street, Borough of Manhattan, New York City.

To the defendant, Charles L. Regenhard:

The foregoing summons is served upon you by publication, pursuant to an order of the Honorable Henry W. Bookstaver, one of the Justices of the Supreme Court of the State of New York, dated the 25th day of August, 1899, and on the said day filed in the office of the Clerk of this Court, at the County Court House in the County of New York. The verified complaint in the said action was duly filed in the office of the said Clerk on the 8th day of July, 1899.

Dated August 26, 1899.

BUTLER, NOTMAN, JOLINE & MYNDERSE, Plaintiffs' Attorneys.

SUPREME COURT.—TRIAL DESIRED IN THE County of New York.—CENTRAL TRUST COMPANY OF NEW YORK, plaintiff, against JOSEPHINE REYNOLDS, James L. Reynolds, Charles L. Regenhard, and Mary Regenhard, his wife, the name Mary being fictitious, her real name being unknown to plaintiffs; Anna S. Finck, and William Carl, as receiver for the benefit of said Anna S. Finck, of the rents, issues, and profits of 1,196 and 1,198 Park Avenue, in the City of New York, (Manhattan Borough,) defendants.—Summons.

To the above-named defendants:

You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated New York, July 7th, 1899.

BUTLER, NOTMAN, JOLINE & MYNDERSE, Plaintiffs' Attorneys.

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Dated August 26, 1899.

BUTLER, NOTMAN, JOLINE & MYNDERSE, Plaintiffs' Attorneys.

SURROGATE NOTICES.

GILBOUGH, JOHN W.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN W. GILBOUGH, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of DAMS & ADAMS, No. 320 Broadway, (Manhattan,) in the City of New York, on or before the 27th day of November next.—Dated New York, the 13th day of May, 1899. EMILY T. GILBOUGH, Executrix. ADAMS & ADAMS, Attorneys for Executrix, No. 320 Broadway, (Manhattan,) New York City. my15-1aw6mM

GOLDMAN, MANASSAH L.—IN PURSUANCE of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MANASSAH L. GOLDMAN, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, Room 806, No. 132 Nassau St. Borough of Manhattan, in the City of New York, on or before the 15th day of November next.—Dated New York, the 1st day of May, 1899. EDWARD GOTTLIEB, Executor. ZENNER & TRAUTMANN, Attorneys for Executor, 132 Nassau St., Borough of Manhattan, New York. my1-1aw6mM

STORAGE.

O'REILLY BROTHERS'

New York Storage Warehouse, 109 to 123 East 44th St., corner Lexington Av.; storing, packing, moving furniture; city or country. Tel., 8 of 38.

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF HON. James M. Varnum, a Surrogate of the County of New York.

Notice is hereby given to all persons having claims against ELIZABETH F. JENNINGS, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Butler, Notman, Joline & Mynderse, No. 54 Wall Street, Manhattan Borough, New York City, on or before the 1st day of December, 1899.—Dated New York, May 29th, 1899.

MARY J. RYAN, Executrix. PATRICK J. JENNINGS, Executor.

BUTLER, NOTMAN, JOLINE & MYNDERSE, Attorneys for Executors, No. 54 Wall Street, (Manhattan.) New York City. my29-1aw6mM

MADDEN, MARY M.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MARY M. MADDEN, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Reid, Esselstyn & Ketcham, No. 35 Wall Street, in the Borough of Manhattan, in the City of New York, on or before the 5th day of January, 1900.—Dated New York, the 1st day of July, 1899. WILLIAM H. PORTER, Executor. REID, ESSELSTYN & KETCHAM, Attorneys for Executor, 35 Wall Street, New York City. jy3-1aw6mM

SARRA Y VALLDEJULI, JOSE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOSE SARRA Y VALLDEJULI, late of Havana, Cuba, deceased, to present the same, with vouchers thereof, to the subscriber at her place of transacting business, the office of Lanman & Kemp, Nos. 68 and 70 William Street, Borough of Manhattan, City of New York, on or before the 21st day of December next.—Dated New York, the 13th day of June, 1899. CELIA HERNANDEZ DE SARRA, Ancillary Administratrix. COUDERT BROTHERS, Attys. for Ancillary Administratrix, 71 Broadway, N. Y.

BANKRUPTCY NOTICES.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of MABEL F. BARNES, Bankrupt.—In Bankruptcy.—No. 1,344.

To the creditors of Mabel F. Barnes of Yonkers, in the County of Westchester, State of New York, and district aforesaid, a bankrupt.

Notice is hereby given that on the 7th day of August, A. D. 1899, the said Mabel F. Barnes was duly adjudicated bankrupt; and that the first meeting of creditors will be held at the office of John J. Townsend, referee, 45 Cedar Street, in New York City, on the 12th day of October, A. D. 1899, at 12 o'clock noon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

JOHN J. TOWNSEND, Referee in Bankruptcy.

September 16, 1899.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of REUBEN GREEN, bankrupt.—In Bankruptcy.—No. 1,416.

To the creditors of Reuben Green, bankrupt.

Notice is hereby given that on the 28th day of August, A. D. 1899, the said Reuben Green was duly adjudicated bankrupt; and that the first meeting of creditors will be held at my office, Number 44 Broad Street, in the City of New York, on the 26th day of September, A. D. 1899, at four o'clock in the afternoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

SEAMAN MILLER, Referee in Bankruptcy.

Dated New York, Sept. 13th, 1899.

UNITED STATES DISTRICT COURT FOR THE Southern District of New York.—ISAAC GREENBERG, bankrupt.

Notice is hereby given that Isaac Greenberg, bankrupt, has filed his petition, dated September 7th, 1899, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, United States District Judge, in the United States Court House and Post Office Building, in the City and County of New York, on Wednesday, September 27, 1899, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted.

ROYAL S. CRANE, Referee.

New York, Sept. 16, 1899.

UNITED STATES DISTRICT COURT FOR THE Southern District of New York.—MORITZ KANDEL, bankrupt.

Notice is hereby given that Moritz Kandel, bankrupt, has filed his petition, dated August 31, 1899, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, United States District Judge, in the United States Court House and Post Office Building, in the City and County of New York, on Wednesday, September 27, 1899, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted.

ROYAL S. CRANE, Referee.

New York, Sept. 16, 1899.

UNITED STATES DISTRICT COURT FOR THE Southern District of New York.—DAVID L. KATZ, bankrupt.

Notice is hereby given that David L. Katz, bankrupt, has filed his petition, dated August 29, 1899, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, United States District Judge, in the United States Court House and Post Office Building, in the City and County of New York, on Wednesday, September 27, 1899, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted.

ROYAL S. CRANE, Referee.

New York, Sept. 16, 1899.

NO. 1,171.—UNITED STATES DISTRICT COURT for the Southern District of New York.—In the matter of JOSEPH FISHMAN, MORES KATZ, and ABRAHAM KAUFMAN, bankrupts.

Notice is hereby given that Joseph Fishman, Mores Katz, and Abraham Kaufman, bankrupts, have filed their petition, dated July 29th, 1899, praying for a discharge from all their debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, United States District Judge, in the United States Court House and Post Office Building, in the City and County of New York, on Wednesday, September 27th, 1899, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

SEAMAN MILLER, Referee in Bankruptcy.

New York, Sept. 16, 1899.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of JOSEPH LEVY, Bankrupt.—In Bankruptcy.—No. 1,420.

To the creditors of Joseph Levy of the County of New York, and district aforesaid, a bankrupt.

Notice is hereby given that on the 29th day of August, A. D. 1899, the said Joseph Levy was duly adjudicated bankrupt; and that the first meeting of creditors will be held at the office of John J. Townsend, referee, No. 45 Cedar Street, in the City of New York, on the 19th day of October, A. D. 1899, at 11 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

JOHN J. TOWNSEND, Referee in Bankruptcy.

September 16, 1899.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of ABRAHAM L. LOWENTHAL, Bankrupt.—In Bankruptcy.—No. 1,366.

To the creditors of Abraham L. Lowenthal of the County of New York, and district aforesaid, a bankrupt.

Notice is hereby given that on the 16th day of August, A. D. 1899, the said Abraham L. Lowenthal was duly adjudicated bankrupt; and that the first meeting of creditors will be held at the office of John J. Townsend, referee, No. 45 Cedar Street, in the City of New York, on the 12th day of October, A. D. 1899, at 2 o'clock in the afternoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

JOHN J. TOWNSEND, Referee in Bankruptcy.

September 16, 1899.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of EMANUEL PISKO, bankrupt.—In Bankruptcy.—No. 1,437.

To the creditors of Emanuel Pisko, bankrupt.

Notice is hereby given that on the 6th day of September, A. D. 1899, the said Emanuel Pisko was duly adjudicated bankrupt; and that the first meeting of creditors will be held at my office, Number 44 Broad Street, in the City of New York, on the 29th day of September, A. D. 1899, at four o'clock in the afternoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

SEAMAN MILLER, Referee in Bankruptcy.

Dated New York, September 13th, 1899.

TO THE CREDITORS OF CORNELIA S. ROBINSON, bankrupt.

Notice is hereby given that on the 31st day of August, 1899, the said Cornelia S. Robinson was duly adjudicated bankrupt, and that the first meeting of creditors will be held at my office, No. 237 Broadway, New York City, on the 27th day of September, 1899, at 9:30 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

ROYAL S. CRANE, Referee in Bankruptcy.

Sept. 16, 1899.

TO THE CREDITORS OF MORRIS ROBINSON, bankrupt.

Notice is hereby given that on the 23d day of May, 1899, the said Morris Robinson was duly adjudicated bankrupt, and that the first meeting of creditors will be held at my office, No. 237 Broadway, New York City, on the 25th day of September, 1899, at 11 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

ROYAL S. CRANE, Referee in Bankruptcy.

Sept. 16, 1899.

REFEREES' NOTICES.

SUPREME COURT, COUNTY OF NEW YORK.—THE YOUNG MEN'S CHRISTIAN ASSOCIATION OF THE CITY OF NEW YORK, plaintiff, against RICHARD DUNCAN HARRIS and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, and bearing date the 6th day of September, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 10th day of October, 1899, at 12 o'clock noon on that day, by William Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, situate, lying, and being in the Twelfth Ward of the Borough of Manhattan, in the City of New York, bounded and described as follows, viz.:

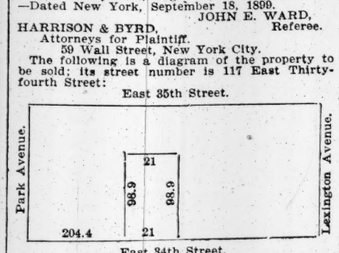
Beginning at a point on the northerly side of One Hundred and Twenty-second Street, distant two hundred and four feet four inches eastwardly from the easterly side of Park (formerly Fourth) Avenue; running thence northerly, parallel with said Park (formerly Fourth) Avenue, ninety-eight feet nine inches; thence eastwardly parallel with Thirty-fourth Street, twenty-one feet one inch; thence southwardly, parallel with Park (formerly Fourth) Avenue ninety-eight feet nine inches to Thirty-fourth Street; thence westwardly, along Thirty-fourth Street, twenty-one feet to the point or place of beginning. The easterly and westerly side walls of the building on said premises being party walls.

The said premises being known by the street Number 117 East Thirty-fourth Street, and being the same premises conveyed to the said Richard Duncan Harris by William B. Dixon, by deed recorded in the office of the Register of the City and County of New York, in Liber 1626 of Conveyances, Page 83, on October 1, 1881. Subject to assessments, water rates, and otherwise contained in agreement between Mary Murray and others, recorded in said Register's office in Liber 485 of Conveyances, Page 594, on March 2, 1847. —Dated New York, September 18, 1899.

JOHN E. WARD, Referee.

HARRISON & BYRD, Attorneys for Plaintiff. 59 Wall Street, New York City.

The following is a diagram of the property to be sold; its street number is 117 East Thirty-fourth Street:



The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is $28,000, with interest thereon from the 19th day of January, 1899, on account of which $500 has been paid, together with costs and allowance, amounting to $202.71-100, with interest from September 7, 1898, together with the expenses of the sale. The approximate amount of the taxes, assessments, and water rates, or other liens to be allowed to the purchaser out of the purchase money, or paid by the referee, is $900.00 and interest.—Dated New York, 18th day of September, 1899.

JOHN E. WARD, Referee.

s18-2aw3wM&Th&o10

NEW YORK SUPREME COURT, COUNTY OF New York.—THOMAS J. McCAHILL, as sole surviving executor of the last will and testament of Bryan McCahill, deceased, plaintiff, against CHARLES NAARDEN and others, defendants.

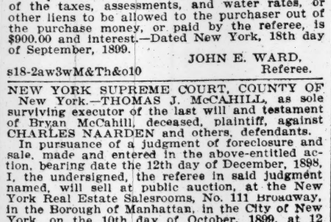
In pursuance of a judgment of foreclosure and sale, made and entered in the above-entitled action, bearing date the 12th day of December, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, in the City of New York, on the 10th day of October, 1899, at 12 o'clock noon on that day, by Bryan L. Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, situate, lying, and being in the Twelfth Ward of the Borough of Manhattan, in the City of New York, bounded and described as follows, viz.:

Beginning at a point on the northerly side of One Hundred and Twenty-second Street, distant two hundred and four feet four inches westerly from the easterly side of Park (formerly Fourth) Avenue; running thence westerly along said northerly side of One Hundred and Twenty-second Street, twenty-one feet; thence northerly and parallel with Third Avenue, seventy-four feet one inch to the line of land belonging to the heirs of John Adriance; thence in a northeasterly direction along said line to a point thereon, distant eighty-eight feet seven inches northerly from the northerly side of One Hundred and Twenty-second Street; thence easterly and parallel with said Street, twenty-one feet four inches; and thence southerly and parallel with Third Avenue, eighty-eight feet seven inches to the said northerly side of One Hundred and Twenty-second Street, at the point or place of beginning, being known by the street Number 171 East One Hundred and Twenty-second Street.—Dated New York, September 15, 1899.

ALGERNON S. NORTON, Referee.

R. & E. J. O'GORMAN, Plaintiff's Attorneys, Office and Post Office address, 49 and 51 Chambers Street, Borough of Manhattan, New York City.



The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is $6,207, with interest thereon from November 30, 1898, with costs and allowances amounting to $276.92, with interest from December 12, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments, water rates, and other charges, to be allowed to the purchaser out of the purchase money, or which are to be paid by the referee, is $263.16 and interest.

ALGERNON S. NORTON, Referee.

SUPREME COURT, COUNTY OF NEW YORK. —ALBERT ERDMAN, plaintiff, against FELIX PHILLIPS and others, defendants.

In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action and bearing date the 15th day of September, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 10th day of October, 1899, at 12 o'clock noon on that day, by D. Phoenix Ingraham, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

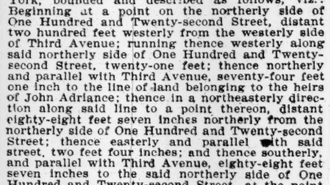
All that certain lot of land in the City and County of New York bounded and described as follows: Beginning at a point on the westerly side of One Hundred and Seventh Street and the easterly side of Columbus Avenue, and running thence easterly along the northerly side of One Hundred and Seventh Street one hundred feet; thence northerly parallel with Columbus Avenue, twenty-five feet and two inches; thence westerly parallel with One Hundred and Seventh Street, one hundred feet to the easterly side of Columbus Avenue; thence southerly along the easterly side of Columbus Avenue twenty-five feet and two inches to the point of beginning.

Dated New York, September 16th, 1899.

RANDOLPH HURRY, Referee.

ERDMAN, LEVY & MAYER, Attorneys for Plaintiff, 320 Broadway, Borough of Manhattan, New York City.

The following is a diagram of the property to be sold:



The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is $5,739.46, with interest thereon from the 18th day of September, 1899, together with costs and allowance amounting to $252.67, together with the expenses of the sale. The approximate amount of the taxes, assessments, and water rates, or other liens to be allowed to the purchaser out of the purchase money, or paid by the referee, is about $200 and interest. The property will be sold subject to a mortgage of $15,000, with interest from July 1, 1899, at 6 per cent., and a mortgage of $12,500, with interest from January 26, 1899, at 6 per cent.

Dated New York, 16th day of September, 1899.

RANDOLPH HURRY, Referee.

s18-2aw3wM&W&o10

SURROGATE NOTICES.

BEACH, ELIZABETH.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ELIZABETH BEACH, late of the City of Newsom, Illinois, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at Room 49, No. 51 Chambers Street, in Manhattan Borough of the City of New York, on or before the twelfth day of January next.—Dated New York, June 30, 1899. CATHARINE BAGOT TOWNSEND WANDELL, Executors. THOMAS W. BUTTS, Attorney for Executors, 51 Chambers St., N. Y. jy10-1aw6mM

KYLE, WILLIAM.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM KYLE, late of the City of Newsom, Illinois, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of William Armstrong, 206 Broadway, Borough of Manhattan, in the City of New York, on or before the ninth day of December next.—Dated New York, the 27th day of May, 1899. THOMAS H. KYLE, Executor. WILLIAM ARMSTRONG, Attorney for Executor, Borough of Manhattan, 206 Broadway, City of New York. my29-1z w6mM

CUMING, JAMES R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JAMES R. CUMING, late of the County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Richard W. Freedman, No. 2 Wall Street, in the City of New York, Borough of Manhattan, on or before the 20th day of January next.—Dated New York, the first day of July, 1899. LETITIA CUMING, ALMON GOODWIN, HENRY THOMPSON, Executrix and Executors. RICHARD W. FREEDMAN, Attorney for Executors, No. 2 Wall St., Borough of Manhattan, N. Y. City. jy3-1aw6mM

REFEREES' NOTICES.

NO. 877 BROOK AVENUE.—New York Supreme Court.—County of New York. FREDERIC J. MIDDLEBROOK, plaintiff, against ALICE M. HOLLAND et al., defendants.

In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action, bearing date the 24th day of August, 1899, I, the undersigned, referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on Monday, the 18th day of September, 1899, at 12 o'clock noon on that day, by William M. Ryan, auctioneer, the premises described in said judgment:

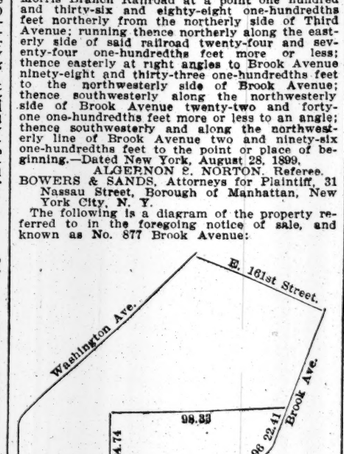
All that certain lot of land, with the buildings thereon erected, situate, lying, and being in the Borough of the Bronx and City of New York, bounded and described as follows:

Beginning at a point on the northwesterly side of Brook Avenue, distant one hundred and forty-five and thirty-six one-hundredths feet northerly from the corner formed by the intersection of the northwesterly side of Brook Avenue with the northerly side of Third Avenue; running thence westerly and part of the distance through a party wall ninety-eight and fifty one-hundredths feet to the easterly side of the Port Morris Branch Railroad at a point one hundred and eleven and eighty-one one-hundredths feet northerly from the northerly side of Third Avenue; running thence northerly along said easterly side of said railroad twenty-four and seventy-four one-hundredths feet more or less; thence easterly at right angles to Brook Avenue ninety-eight and thirty-three one-hundredths feet to the northwesterly side of Brook Avenue; thence southwesterly along the northwesterly side of Brook Avenue one one-hundredths feet more or less to an angle; thence southwesterly and along the northwesterly line of Brook Avenue two and ninety-six one-hundredths feet to the point or place of beginning.—Dated New York, August 28, 1899.

ALGERNON S. NORTON, Referee.

BOWERS & SANDS, Attorneys for Plaintiff, 31 Nassau Street, Borough of Manhattan, New York City, N. Y.

The following is a diagram of the property referred to in the foregoing notice of sale, and known as No. 877 Brook Avenue:



The approximate aggregate amount of the plaintiff's lien upon the premises, with interest, costs, and disbursements, is $1,773.12, and of taxes, assessments and water rates, $177.00. The approximate aggregate amount of prior liens upon the premises, with interest, is $16,765.33.

ALGERNON S. NORTON, Referee.

BOWERS & SANDS, Plaintiff's Attorneys.

NO. 875 BROOK AVENUE.—NEW YORK SUPREME Court, County of New York.—FREDERIC J. MIDDLEBROOK, plaintiff, against PETTY SOULARD and WALKER REALTY COMPANY et al., defendants.—In pursuance of a judgment of foreclosure and sale duly made and entered in the above entitled action, bearing date the 12th day of December, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, in the City of New York, on the 10th day of October, 1899, at 12 o'clock noon on that day, by Bryan L. Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, situate, lying, and being in the Twelfth Ward of the Borough of Manhattan, in the City of New York, bounded and described as follows, viz.:

Beginning at a point on the northerly side of Thirty-fourth Street, distant two hundred and four feet four inches eastwardly from the easterly side of Park (formerly Fourth) Avenue; running thence northwardly, parallel with said Park (formerly Fourth) Avenue, ninety-eight feet nine inches; thence eastwardly parallel with Thirty-fourth Street, twenty-one feet one inch; thence southwardly, parallel with Park (formerly Fourth) Avenue ninety-eight feet nine inches to Thirty-fourth Street; thence westwardly, along Thirty-fourth Street, twenty-one feet to the point or place of beginning. The easterly and westerly side walls of the building on said premises being party walls.

The said premises being known by the street Number 117 East Thirty-fourth Street, and being the same premises conveyed to the said Richard Duncan Harris by William B. Dixon, by deed recorded in the office of the Register of the City and County of New York, in Liber 1626 of Conveyances, Page 83, on October 1, 1881. Subject to assessments, water rates, and otherwise contained in agreement between Mary Murray and others, recorded in said Register's office in Liber 485 of Conveyances, Page 594, on March 2, 1847. —Dated New York, September 18, 1899.

JOHN E. WARD, Referee.

HARRISON & BYRD, Attorneys for Plaintiff. 59 Wall Street, New York City.

The following is a diagram of the property to be sold; its street number is 117 East Thirty-fourth Street:

The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is $28,000, with interest thereon from the 19th day of January, 1899, on account of which $500 has been paid, together with costs and allowance, amounting to $202.71-100, with interest from September 7, 1898, together with the expenses of the sale. The approximate amount of the taxes, assessments, and water rates, or other liens to be allowed to the purchaser out of the purchase money, or paid by the referee, is $900.00 and interest.—Dated New York, 18th day of September, 1899.

JOHN E. WARD, Referee.

s18-2aw3wM&Th&o10

NEW YORK SUPREME COURT, COUNTY OF New York.—THOMAS J. McCAHILL, as sole surviving executor of the last will and testament of Bryan McCahill, deceased, plaintiff, against CHARLES NAARDEN and others, defendants.

In pursuance of a judgment of foreclosure and sale, made and entered in the above-entitled action, bearing date the 12th day of December, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 10th day of October, 1899, at 12 o'clock noon on that day, by William Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, situate, lying, and being in the City of New York, in the County and State of New York, and bounded and described as follows:

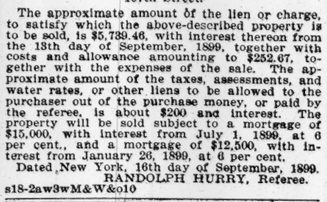
Beginning at a point on the northerly side of Thirty-fourth Street, distant two hundred and four feet four inches eastwardly from the easterly side of Park (formerly Fourth) Avenue; running thence northwardly, parallel with said Park (formerly Fourth) Avenue, ninety-eight feet nine inches; thence eastwardly parallel with Thirty-fourth Street, twenty-one feet one inch; thence southwardly, parallel with Park (formerly Fourth) Avenue ninety-eight feet nine inches to Thirty-fourth Street; thence westwardly, along Thirty-fourth Street, twenty-one feet to the point or place of beginning. The easterly and westerly side walls of the building on said premises being party walls.

The said premises being known by the street Number 117 East Thirty-fourth Street, and being the same premises conveyed to the said Richard Duncan Harris by William B. Dixon, by deed recorded in the office of the Register of the City and County of New York, in Liber 1626 of Conveyances, Page 83, on October 1, 1881. Subject to assessments, water rates, and otherwise contained in agreement between Mary Murray and others, recorded in said Register's office in Liber 485 of Conveyances, Page 594, on March 2, 1847. —Dated New York, September 18, 1899.

JOHN E. WARD, Referee.

HARRISON & BYRD, Attorneys for Plaintiff. 59 Wall Street, New York City.

The following is a diagram of the property to be sold; its street number is 117 East Thirty-fourth Street:



The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is $28,000, with interest thereon from the 19th day of January, 1899, on account of which $500 has been paid, together with costs and allowance, amounting to $202.71-100, with interest from September 7, 1898, together with the expenses of the sale. The approximate amount of the taxes, assessments, and water rates, or other liens to be allowed to the purchaser out of the purchase money, or paid by the referee, is $900.00 and interest.—Dated New York, 18th day of September, 1899.

JOHN E. WARD, Referee.

s18-2aw3wM&Th&o10

NEW YORK SUPREME COURT, COUNTY OF New York.—THOMAS J. McCAHILL, as sole surviving executor of the last will and testament of Bryan McCahill, deceased, plaintiff, against CHARLES NAARDEN and others, defendants.

In pursuance of a judgment of foreclosure and sale, made and entered in the above-entitled action, bearing date the 12th day of December, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 10th day of October, 1899, at 12 o'clock noon on that day, by William Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, situate, lying, and being in the Twelfth Ward of the Borough of Manhattan, in the City of New York, bounded and described as follows, viz.:

Beginning at a point on the northerly side of One Hundred and Twenty-second Street, distant two hundred and four feet four inches eastwardly from the easterly side of Park (formerly Fourth) Avenue; running thence westerly and parallel with said Park (formerly Fourth) Avenue, ninety-eight feet nine inches; thence eastwardly parallel with Thirty-fourth Street, twenty-one feet one inch; thence southwardly, parallel with Park (formerly Fourth) Avenue ninety-eight feet nine inches to Thirty-fourth Street; thence westwardly, along Thirty-fourth Street, twenty-one feet to the point or place of beginning. The easterly and westerly side walls of the building on said premises being party walls.

The said premises being known by the street Number 117 East Thirty-fourth Street, and being the same premises conveyed to the said Richard Duncan Harris by William B. Dixon, by deed recorded in the office of the Register of the City and County of New York, in Liber 1626 of Conveyances, Page 83, on October 1, 1881

START THE PARADE EARLY

Gen. Sickles Says Dewey Committee Should Reconsider Its Plans.

TOO MUCH ON THE PROGRAMME

Would Postpone Breakfast Until Monday—Chief Devery Thinks Present Arrangements Impossible.

Opposition to the plan of starting the Dewey land parade so late in the day that it will be well along into the night before the military bodies can disband is growing, and it is now certain that steps will be taken to induce the Committee on Plan and Scope to make a change in the programme. Those who will take a leading part in making the land parade what it ought to be are strongly opposed to the delay in starting it, caused chiefly by the arrangement to give a breakfast in honor of Admiral Dewey at Claremont. This feature of the programme, it is claimed, will cause the parade to begin so late that but little more than half of it will be by daylight, and all to allow a few persons to be presented to Admiral Dewey at the breakfast.

The present plan is to have a committee, headed by the Mayor, meet Admiral Dewey Sept. 30 and escort him to the City Hall, where the gold loving cup is to be presented. Then, leaving the City Hall at about 10 o'clock, to drive in carriages to the Claremont for the breakfast, which is to occur at 11:30 o'clock. This puts the starting of the parade off until 1 o'clock, at the earliest possible moment, and it is argued by those who have conducted similar parades in New York that this means it will not finish passing the reviewing stand, at Twenty-fourth Street and Fifth Avenue, until after 8 o'clock.

Gen. Daniel E. Sickles, who has acted as Marshal in many of the greatest parades in New York, is strongly opposed to the breakfast being placed on the programme where it will so seriously conflict with the parade. Gen. Sickles is a member of the Land Parade Committee, and is regarded as an authority on such affairs. He said yesterday:

"I think a great mistake has been made in this business. I think the results of this mistake will be so serious that the Committee on Plan and Scope should reconsider its action in placing the land parade at so great a disadvantage. I have such faith in the judgment of this committee as to believe it will make a correction. The complaints which the military men have made through THE NEW YORK TIMES are based upon good grounds.

WOULD POSTPONE THE BREAKFAST.

"The breakfast which has been planned for that day should be postponed until the following Monday, by all means. Nothing should be allowed to thus conflict with so important a feature of the reception to Admiral Dewey as the land parade will be. There will be troops here from various States. They will come a long distance, and it will be manifestly unfair to force them to be under command all day and half the night besides.

"The breakfast is a mere trifle compared with the land parade, and it should give way. Let it be arranged for Monday. If it were in Europe, Sunday would be the day for the breakfast, but the American people are somewhat conscientious about their way of observing the Sabbath, so it would not be wise to have the breakfast on that day. Monday is the day for it unless it can be sandwiched in on a more suitable occasion. Saturday ought to be given up entirely to the land parade.

"Another suggestion I would make would be to start the parade down town and let it go up town through the city. Nearly all of the big parades in New York have been from the Battery, or some convenient place down town. Let me recall my experience in conducting the greatest parade that has ever been held in New York. I refer to the procession on the occasion of the burial of Gen. Grant.

"I was in charge of that parade. There were 50,000 men in line, and I knew I had to start them early in the day to get the parade through the town by a proper hour in the evening. I lined them up in the park and adjacent streets around the Battery, and started them up town at about 9 o'clock in the morning, the idea being that they should go as far up Riverside Drive as was possible before the day was over. We finished in good time, and the parade was not broken up at all.

"It was in midsummer, and the marchers were older men, for the most part, than those who will take part in the Dewey parade. For these reasons perhaps it will be easier for the Dewey parade to accomplish what has been laid out for it to do than it would be for the older men on that occasion. Still, I would warn the Committee on Plan and Scope not to expect to rush these men through on such a schedule as has been arranged.

"There can be no doubt that, according to the present plan, there has not been sufficient time allowed for the parade in daylight. Not enough time has been allowed for halts, for the little unexpected delays which always befall an affair of this kind. Let the breakfast be postponed until Monday, and this will allow the parade to start at 11:30 o'clock."

TOO MUCH, SAYS DEVERY.

William S. Devery, Chief of Police, who has often marched with the police force, has advised the Plan and Scope Committee of the Dewey parade that it cannot carry out successfully its programme of the march as now arranged. The Chief did this at a meeting of the committee Saturday, which he was asked to attend for the purpose of giving his views on the practicability of the adopted plans. When asked about the matter yesterday, Chief Devery said:

"The committee called me before it to discuss the plans for the land parade, and I was asked what I thought about the route and other arrangements connected with the march. I had thought all along that the committee was overreaching its powers a little, and I said so. I told it that its proposed plan—to present the loving cup at the City Hall, then have Admiral Dewey escorted by a cavalcade to Claremont; then have an elaborate breakfast there, at which there would be presentations, speeches, and so on, and still expect to start the parade on time, at 1 o'clock, and get it done within a reasonable time—was utterly impossible.

"The committee is forgetting, apparently, that this big parade, surrounded as it will be by hundreds of thousands of people who will hang like a cloud about it from beginning to end, will have to be made in an overcrowded city, still more crowded by a million or so visitors; that the streets are narrow and generally crowded in ordinary times, and that, on this occasion, all of the crowd will be congested about the line of march.

"In such circumstances it is hardly fair to expect that things will move smoothly, and allowance should be made for unavoidable delays and interruptions. Instead of making liberal allowance, it appears to me that the committee is trying to put in as many things as possible, and is thus adding to the very great natural difficulties to be overcome.

CUP PRESENTATION AT CLAREMONT.

"I went before the committee with some suggestions of my own. The first was this: Give up the presentation of the loving cup at the City Hall, and have it take place at the breakfast at Claremont. This would take out two hours, that could well be devoted to getting the parade started earlier. This would admit of the Admiral being taken directly from the Olympia and up the Hudson to Claremont, where the breakfast could be had at any hour agreed upon. The time thus saved, could be put into the parade, and enable it to start from Grant's Tomb early enough to allow everybody to see it by daylight.

"The committee did not take to this suggestion a bit. It was strongly in favor of the presentation of the cup at the City Hall. Then I suggested another modification of the programme that would save a couple of hours, which I thought could be advantageously given to the parade itself. It was that, as soon as the presentation of the loving cup was over, to go directly to Claremont in the quickest way, and abandon the cavalcade escort and the long march through the streets up to the Tomb.

"The committee thinks that this carriage drive can be done in about an hour or an hour and a half, but it is very much mistaken. There will be several hundred thousand people around City Hall on Saturday morning, to catch a glimpse of Dewey. It will take some time to clear a passage through them, and still longer to force a way with a considerable escort through the crowded streets for more than nine miles. This will take up at least two hours, and very probably more than that. I suggested that, as soon as the presentation of the cup is over, the Mayor escort the Admiral to Ninth Avenue, where a special train could be waiting, and take him directly up to Claremont. This could be done in about thirty minutes, and we would save nearly two hours.

MARCHING LONG INTO THE NIGHT.

"But the committee would not abandon the escort, and the cavalcade, and the long drive. It is apparently wedded to this part of the programme, and will endeavor to carry it out. If it does, there are almost sure to be long delays and vexatious interruptions, with the result that the parade will be marching long into the night, with people from the country waiting around in the streets, the troops marching for hours on empty stomachs, and a whole lot of dissatisfaction everywhere.

"I have had some experience in marching men. I have had out 5,000 of the police force, marching over about the same distance as the Dewey parade will cover, that is seven miles, and I can estimate pretty closely how long it will take to finish this parade. It takes one hour for these 5,000 police to pass a given point, and they step more lively than the military will step after its march of seven miles. With 30,000 to 35,000 men in line, it will, therefore, take about six hours for them to pass the reviewing stand. This means that if the head of the column reaches the reviewing stand at Twenty-fourth Street by 3 o'clock, it will still be passing at 9 at night.

"But there are a number of things to be allowed for. First, the parade will, in all human probability be delayed somewhat at the start. It may not get to moving before 2 o'clock. This would mean that it could not reach the stand before 4, and that it would still be passing at 10 at night. Then, again, it will be found the line will not fall in with the precision counted upon. This will be impossible in the crowded streets, and thus an additional delay may, on this account, be expected. Again, it will not march the seven miles in as short a time, probably, as the managers of the parade expect.

"After allowance is made for all these things, it does not seem possible for the parade to be finished, under the present programme, until late in the night. And I believe that the people of New York, and all those who come here for the purpose, will want to see Dewey and the troops by daylight. I do not see how they can carry out the present plan without serious and annoying delays.

POLICE WILL DO THEIR BEST.

"Of course I will do my best to have the streets clear, and expect to do so. There will be no delay due to the police arrangements. There will be no delay, either, due to the pace that we shall set the troops. I shall see to it that a lively marching step is set for them, and that it is kept up. I shall have a pace set that will put the head of the column at Twenty-fourth Street inside of two hours, if there are no interruptions to the march. We have generally allowed two and a half hours for the marching time of the police parade, but we wasted some little time in order to dress ranks. The parade may do a little better, but I hardly think so. I should allow three hours for the march, although it can be done in an hour and a half.

"I hope the committee will so perfect its arrangements that there will be no chance for delays or for throwing the parade into the night. It would be a grave mistake, which can be easily avoided now."

Capt. Albertson, who was in charge of Police Headquarters yesterday, took about the same view as Chief Devery, although he did not know at the time what the Chief had said. He said the police parade consumed at least two and a half hours in the march itself, and lasted, from the starting to the disbanding, from 1 to 5 o'clock. He thought that this was quick work, with trained men in small numbers. The difficulties would be greatly multiplied, he said, with 35,000 men, who are not accustomed to marching together, and he did not think they could possibly pass the stand, if they started from Claremont at 1 o'clock, before 9 or 10 at night. He thought that Gen. Roe had calculated upon conditions that will not exist on the day that Dewey visits the city.

"I do not wish to appear as criticising the committee in charge of the matter," he said, "but it seems to me that it is not allowing sufficient time for the parade. There must be delays and interruptions, and they should be allowed for. If I were arranging it, I should start the parade from Claremont by 12 o'clock, at the latest. Even then, with good marching, the entire line would not pass the reviewing stand before 8 o'clock at night."

BROOKLYN GUARDSMEN COMPLAIN.

The dissatisfaction among military men in Manhattan over the late hour at which the land parade in honor of Admiral Dewey is to be started is shared by the National Guardsmen of Brooklyn. Indeed, the militiamen over the river feel that they have even more cause for complaint in the matter than their fellow-Guardsmen in Manhattan.

The Brooklyn regiments which are to take part in the parade will have to clear their armories at 9 o'clock or earlier to reach Claremont in time for the formation of the column. This will mean that the Brooklyn Guardsmen will have to breakfast at 8 o'clock. If they do not get back to their armories until midnight or thereabouts, as seems probable from the present arrangements, the militiamen will have put in about sixteen hours on their feet without a chance to eat anything.

"The idea of this Claremont breakfast makes me tired, as I don't doubt it will Admiral Dewey," said a Lieutenant in the Fourteenth Regiment last night. "Why should the paraders and the many thousands of spectators along the line, who will be awaiting the appearance of the column, be obliged to stand around for hours so that a few dignitaries may have the Admiral to themselves for that time. For my part I can't see why this breakfast could not be put out without in any way spoiling the success of the celebration. I would be willing to bet money that the Admiral himself will be glad when it's over."

One of the Brooklyn regiments, the Thirteenth, does not propose to go hungry on the day of the parade. Claremont breakfast or no Claremont breakfast. A caterer has been engaged to meet the regiment at Claremont with a wagon load of boiled eggs, ham sandwiches, coffee, and the like. "I haven't heard any kicking in our regiment," said Capt. Ashley of the Thirteenth. "But we don't propose to take any chances of going hungry."

BUSY SUNDAY AT THE DEWEY ARCH.

Crowds Watch Modellers at Work on the Big Groups on the South Side.

The corps of modelers engaged on the Dewey triumphal arch were compelled to forego their Sunday day of rest yesterday, and were busy from early in the morning until nightfall. The carpenters and plasterers, however, were not required to work. Their parts of the task are nearly completed, and there will be little for them to do until the modelers have completed their work, and all the groups, single figures, and bas reliefs are in position.

Nearly all the modelers yesterday were concentrated on the two immense groups on the south side of the arch at the bases of the piers. These are being found more difficult to execute than the single figures of naval heroes and bas reliefs, owing to the fact that they are a combination of separate figures and details in very high relief. Only sections of the groups could be executed at Madison Square Garden, and it would—in the opinion of the head modeler—have been simpler to do the whole work in situ.

Greater crowds than on recent week days assembled to watch the modelers at work. Indeed, so large was the number of persons who stood around the arch that a special detail of police from the West Thirtieth Street Station was ordered out to keep the sidewalks clear, and a pathway for cars, vehicles, and bicycles. As it was, it was remarkable that no accidents were reported, as the people became absorbed in watching the work on the arch regardless of their own safety.

WANTS DEWEY'S OFFICERS HERE.

Gen. Butterfield Telegraphs the President Urging Action.

COLD SPRING, N. Y., Sept. 17.—Gen. Butterfield has renewed his letter of July 15 to the Secretary of the Navy, repeating the request earnestly approved by Mayor Van Wyck, that all the commanders of Admiral Dewey's ships in the actions at Manila who are now in this country should be present and participate in the honors and in the reception to Admiral Dewey when he arrives.

Secretary Long replied to Gen. Butterfield's original letter, to the effect that this request will be granted if the exigencies of the service would permit. Gen. Butterfield has telegraphed President McKinley urging that this request be complied with.

Moving Picture of Admiral Dewey.

Admiral Dewey and the sailors on the Olympia had their pictures taken with the biograph during battalion drill at Villefranche. The manipulator of the machine accomplished his task only after the greatest strategy, as Admiral Dewey has been the target for cameras ever since his return to the domain of camera fiends.

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If you have any complaint to make, bring it along—we'll thank you and then satisfy you.

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BIG HAVANA CIGAR TRUST

Leading Manufacturers to Organize a $15,000,000 Company.

NO PLANTS WILL BE CLOSED

Consumers Will Not Have to Pay More for Their Smokes—Effect of the Late War on the Trade.

The leading manufacturers of clear Havana cigars in this country have completed the arrangements for a consolidation of their interests. A "trust" is to be organized under the name of the United States and Havana Cigar Company, with a capital of $5,000,000 in preferred and $10,000,000 in common stock. A meeting for the election of Directors will be held within a few days, and on or before Oct. 1 the incorporation papers will be filed at Trenton, N. J.

About fifteen companies and firms will become members of the new organization at the outset. The principal ones which have signified their intention of joining the combination are the E. H. Gato Cigar Company and Seidenberg & Co. of this city, Eugene Vallens of Chicago, Hernsheim Brothers & Co. of New Orleans, Lopez Trujillo of Key West, and Maurara & Co., Julius Ellinger & Co., Pendas & Alvarez, Questa Ray, Garcia & Brothers, and S. Rodriguez, all of Tampa. The principal officers of the new concern will be: President—Isidor Hernsheim; Vice President—Eduardo H. Gato; Managing Director—Eugene Vallens. The offices of the company will be in this city.

Eduardo H. Gato talked freely yesterday of the purposes of the combination and its probable effect upon the cigar trade. "This will not be in any sense a speculative company," he said. "The stock, both preferred and common, will be absorbed by the members of the combination, and none of it will be offered for speculative dealings. As the Board of Directors has not yet been elected perhaps I should not venture to discuss the policy of the company, but I can say that, so far as I have heard, there is no probability that any of the plants operated by the members will be closed. Cigars are somewhat different from other products that have been brought under the control of combinations, owing to the fact that every smoker of good cigars has his favorite brand. Our idea is to continue all the existing plants under the supervision of their respective owners, and to continue to produce all the popular brands of clear Havana cigars.

"The combination will produce no effect upon the smoker except possibly to enable him to obtain his favorite cigar more easily than at present. Our salesmen, instead of carrying the goods of only one manufacturer, will be prepared to sell any of the goods made at the several plants, and this may result in placing a large variety of the best grades of cigars in the stocks of the retailers. There will be no advance in price to the consumer, while at the same time the manufacturers hope to make their business more profitable by buying their stock in vastly larger quantities as well as by effecting numerous economies in the selling and shipment of goods and in other departments of the business.

"The concerns which have agreed to enter the combination manufacture about 180,000,000 clear Havana cigars yearly. This is a large percentage of the production of this class of goods in the United States. A few manufacturers will remain outside the company, but their production is so small that their competition will not be felt, most of them being cigarmakers who work at the trade themselves and perhaps employ a few assistants. The new company will have no difficulty in controlling the trade, but the consumer will have no occasion to oppose the arrangement, which will be rather to his advantage than otherwise."

Mr. Gato, in reply to a question as to the effect of the Spanish-American war upon the Havana cigar trade, said:

"In the end the effect promises to be beneficial, although for a time it was disastrous to the business. The 1899 crop of tobacco in Cuba is large and of excellent quality. This is the first good crop in three years. For a time the supply of tobacco was shortened on account of the Cuban revolution against Spain, and last year, when the war was in progress, it was cut off altogether. From now on there promises to be a plentiful supply of Cuban tobacco, and the production of clear Havana cigars in this country is likely to increase.

"There has been no increase in the competition in cigar manufacturers in Cuba. Many Cuban cigarmakers have returned to the island since the war, simply because they desired to live there now that Cuba is free from Spanish rule, but others have come here to take their places, and the manufacturers in this country experience no difficulty in obtaining help.

"The new tariff is also advantageous to the cigar manufacturers. Formerly all tobacco which contained any percentage whatever that could be classified as wrappers was dutiable as wrapper tobacco, while now at least 15 per cent. of the tobacco in a package must be wrapper tobacco in order to bring it under that classification. This has resulted in a great reduction of the duties on importations, which is just beginning to be manifested now that we are again in receipt of large invoices from Cuba."

SUICIDE OF A PASSENGER.

Man Who Registered "Bishop" Shot Himself in a Stateroom.

A few minutes before the steamboat Richard Peck left her dock at Providence, R. I., on Saturday afternoon, a tall and middle-aged man bought a ticket for New York and engaged a stateroom from the purser, Edward Smith. The stranger, when asked for his name, hesitated for a second and then answered, "Put down Bishop," remarking at the same time that he was tired and would go right to bed. Nothing further was seen of the passenger on the voyage.

The Richard Peck arrived here early yesterday morning, and later on, while the ticket collector, Joseph McGirk, was making his rounds he found that the stateroom engaged by the man giving the name of Bishop had not been vacated. As the door was locked McGirr secured a pass key and opened it. Then the occupant was discovered dying in his berth. He had shot himself in the right side of the head with a revolver which was lying on the floor. The apartment was filled with powder smoke, and that led McGirr to suspect that the shooting had occurred but a few minutes before he opened the stateroom.

An ambulance was called, and Dr. McWhorter hurried to the wounded man to the Hudson Street Hospital. The stranger lived but a few minutes. There was nothing found on the body which would give the slightest clue to his identity. He had no papers, money, or jewelry. The suicide was about fifty years of age, 6 feet in height, and had blue eyes, gray hair, and mustache. He wore a black diagonal suit, brown stockings, and laced shoes. The employes on the boat advanced the theory that the suicide was a gambler who had "gone broke" at the Providence races.

Special Sale of
Blankets & Comforters,
Commencing
Monday, Sept. 18th.

White Blankets,
For Single Beds,
$1.65 to $12.50 per pair.
For Double Beds,
$2.50 to $13.50 per pair.
For Extra Size Beds,
$12.50 to $23.00 per pair.

600 Cotton Comforters,
full size, fine quality,
$1.35 each.

500 Down Comforters,
full size,
$3.95 each, value $5.00.

Included in this sale, we will offer:

300 Pairs All Wool White Blankets,
full size,
$5.00 per pair, value $6.50.

Lord & Taylor,
Broadway & 20th St.

TWO BOYS AND MAN DROWNED.

Lost Their Lives in Different Parts of the City Yesterday.

Grover Post, the fifteen-year-old son of Capt. Post, owner of the ice barge Topsy, now lying off the pier at the foot of West Forty-sixth Street, accidentally fell into the river yesterday morning and was drowned. The body was recovered. At the time of the accident the boy's father and mother were absent. It is supposed the boy lost his life while trying to cross from one boat to another.

Daniel Conroy, nine years old, of 314 East Thirty-third Street, was drowned in the afternoon while playing at the foot of East Thirty-third Street. He and a number of boys were amusing themselves clambering from the dock to a tug which was tied up there. Conroy tried to jump across the space between the pier and the tug and fell in. He sank and never reappeared. His body was not recovered.

Peter Daily, forty-eight years old, of 437 Eleventh Avenue, while fishing from a scow at the foot of West Thirty-ninth Street, fell overboard. He was dragged out of the river unconscious, and while in an ambulance on the way to Roosevelt Hospital died.

LEFT CHILD IN HIRED ROOM.

New Way to Compass Abandonment Tried by a Woman.

A woman, perhaps thirty years old, decently dressed and well appearing, who neglected to give her name, called upon Mrs. Jessie Blasco, who keeps a boarding-house at 203 West Twenty-second Street, early on Saturday evening and engaged a furnished room. She told Mrs. Blasco that she had been living in Seventeenth Street and that she worked in a confectioner's store. As she was earning but $5 a week, she said, she could not hire an expensive room. There was only one room in the house that was vacant at the time, a large room on the second floor, but Mrs. Blasco thought that a small room on the top floor would be vacated by Sunday and that she might have the larger room for the night.

The new lodger had no baggage with her, her sole effects being a small paper parcel. She paid Mrs. Blasco $1 for her lodging and told her that she would see about taking the other room the next day. Mrs. Blasco gave her a night key.

Nothing more was seen or thought of the new lodger until about noon yesterday, when two elderly ladies occupying rooms on one of the upper floors heard the cries of a baby. They made an investigation and found the door of the new-comer's room ajar, while on the bed lay a baby crying lustily. On pushing the door of the apartment open the room was found to be deserted, save for the child.

The matter was reported to Mrs. Blasco, who realized that she had been imposed upon by her new roomer, who had fled in the early hours of the morning after having left the little one, a girl baby one month old, behind. The certainty that it was a case of abandonment was apparent from the fact that the departing guest left behind her the latch key she had received the night before, having placed it on a chair in the room. Not a scrap of paper or a single other article did she leave which might help to lead to her identification and apprehension. Mrs. Blasco is positive that she did not have the baby with her when she hired the room, and she must therefore have gone out afterward and have left herself in with the key unknown to any other tenants in the house.

The abandoned child was taken by Mrs. Blasco to the West Twentieth Street Police Station and was then sent to Bellevue Hospital. The baby has light hair and blue eyes. The woman was about five feet in height and wore a black skirt and cape and a black straw hat trimmed with black ribbon. She had dark hair and was of dark complexion.

FOUND HIS WIFE DEAD.

Husband and Children of Mrs. Ryan Held as Witnesses.

Mrs. Annie Ryan, thirty-four years old, the wife of Timothy Ryan, an employe of the Weehawken Ferry, on the New Jersey side, and living at 518 West Fiftieth Street, was found dead about 2 o'clock yesterday afternoon. Her body was lying on the floor of her flat, and there was a cut in the back of her head. Her husband, who was held by the police pending a Coroner's investigation, says that he was sleeping on a sofa in the front room of their flat and when he awoke his wife was dead on the floor of an adjoining room.

Mr. Ryan called the janitress of the house, telling her that he could not arouse his wife. The janitress saw at once that the woman was dead, and the husband notified the police. The body was removed to the Morgue, and the husband and two of his four children were held as witnesses. There is little suspicion of any foul play. It is known by the women in the tenement house where the family lived that the woman had been suffering from heart trouble. Several days ago she told one of the women in the flat that she had been married thirteen years and that her husband had always treated her well.

Memorial Service for Miss Elliott.

Memorial services were held yesterday in the Five Points Mission for Miss Nancy Elliott, who was for over thirty-five years connected with the work of this religious and philanthropic institution. Miss Elliott died on Sept. 7, at Warwick, N. Y., where she had gone to recuperate from her arduous work at the mission. The service of yesterday afternoon was attended by the children whom Miss Elliott instructed and cared for, and they sang her favorite songs and in general took a great interest in the services. Both the Superintendent of the mission, the Rev. A. K. Sanford, and Mrs. H. B Skidmore, the first Trustee, made eulogistic remarks regarding the work and life of Miss Elliott.

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Black Dress Goods

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A Mosaic of Novelties For Autumn Wedding Gifts.

Our floors have been transformed.—From the Palace of Coolness they have changed to a wondrous mosaic, composed of novelties.

"—— *great and small*
And something odd about them all."

Old Dutch and German designs that might have come from a burgomaster's house or a feudal castle of the Middle Ages. Indian seats and stands, picturesque as a Chinese lanuscape. Gay little modern tea-tables—charming mixtures of various styles; chairs whose carvings tell mythological tales. Cabinets—Used as accents, they double the value of a room's charm.

"BUY OF THE MAKER"
GEO. C. FLINT CO.
43, 45 AND 47 WEST 23d ST.
NEAR BROADWAY.
FACTORY: 154 AND 156 WEST 19th STREET

CENTRAL FEDERATED UNION

Friends of Mayor Van Wyck Undertake to Boom Tammany Hall.

ACTION ON THE BUILDING CODE

Secretary Will Ask for a Hearing Before the Municipal Assembly—The Patternmakers' Strike.

Friends of Mayor Van Wyck undertook to boom Tammany Hall in the Central Federated Union yesterday, but the anti-Tammanyites said it was rather late in the day to do so, as the elections are only six weeks distant. Delegate Philip Kelly of the Theatrical Protective Union made a report of how he and Delegate McNulty of the street cleaners had called on the Mayor and asked him to see that the street cleaners should not be forced to work over eight hours a day.

"The Mayor," continued Mr. Kelly, "told us to reduce our complaint to writing, because he was anxious to do justice to workingmen. We called again with our complaints written down, and we also stated that while the law prescribed that street cleaners should get $720 a year, they were only paid between $650 and $680.

"To this his Honor replied he understood that the reduction in wages had been made by the predecessor of the present Street Cleaning Commissioner, and we told him that was the reason Col. Waring had been fired out. The Mayor then said he would like to enforce the eight-hour law, but he could not compel the Commissioners to do so and could not discharge them. However, he would ask the Commissioners to base their estimates for the coming year on the eight-hour law. The Mayor received us very courteously, and was evidently anxious to do justice to organized labor."

Here Delegate Winston of the Liberty Dawn Association of Coach Drivers jumped up in indignation and said: "The Mayor's action is very peculiar. For the past two years he has done absolutely nothing for organized labor, although he has been giving us lots of taffy, and now, when the Independent Labor Party has been organized and the elections are near, he suddenly becomes anxious for our welfare."

"He has done nothing for the workingmen since he became Mayor, and as for the street cleaners they are all Tammany nominees, anyhow, and every one knows that none of them could have gotten a job in the Street Cleaning Department without a Tammany pull. So if they think that Tammany is going to win this year you will find them all voting the Tammany ticket. This is a move to boom Tammany. It is a little bit late for the Mayor and Tammany to come around shoveling out taffy six weeks before election. We will give Mr. Van Wyck what he is entitled to."

Many delegates applauded the expression of these sentiments, but Delegate Kelly arose to champion the Mayor and denied he had intended to boom Tammany. He declared that he had never seen a more straightforward man than Mayor Van Wyck, but many of the delegates evidently did not agree with him, for they made the hall resound with loud "haw-haws."

Lawrence Veiller, Secretary of the Tenement House Reform Commission, appeared before the Central Federated Union and asked it to protest against the proposed new Building Code. He said that it would affect all the building trades, and was just as much of a fraudulent scheme as the Ramapo job. "Instead of letting the tenements study the measure," he said, "it was jammed through the Board of Aldermen in one week. It has serious defects, and I have come here to ask you to appoint a committee to protest against it."

The meeting referred the matter to its Committee on Municipal Legislation, and directed the Secretary to ask for a hearing on the subject before the Municipal Assembly.

A communication was received from the Iron Molders' Conference Board in reply to a request that union either order its members to go on a sympathetic strike to help the pattern makers or withdraw from the Central Federated Union. The board said the molders always had helped unions in trouble and would always do so, but they would not withdraw.

Delegate Pallas of the pattern makers asked whether the molders could not be directed to refrain from handling "scab" patterns, and when the Chair said that no man ought to handle scab materials, he moved that the molders be ordered to stop handling scab materials or stand suspended. Chairman Prince put the motion, and it passed almost unanimously.

The Strike of the Carpenters.

A Strike Committee of the joint carpenters' unions, it was said, will be in session to-day at 321 East Seventy-third Street, to receive reports from buildings on which strikes may be ordered. It was reported yesterday that thirty more employers had consented to sign the new agreement with the unions to pay the new schedule of wages at 50 cents an hour and to guarantee an eight-hour workday and a half holiday on Saturday.

Seized with Cramps While Bathing.

Otto Pendel, twenty-two years of age, of 1,023 Avenue A went in swimming in the fresh-water pond at Sunnyside, Queens Borough, yesterday afternoon. While in the water he was seized with cramps and sank before aid could reach him. The body was not recovered.

Two Killed by a West Shore Train.

KINGSTON, N. Y., Sept. 17.—This afternoon William Heenan of New York City and Edward Brown of Glasco were killed by a West Shore train at Mount Marion. A wheel of their wagon got caught just as the train came along.

Dress Goods News. | *Dress Goods News.*

O'Neill's.

Black Dress Goods!

The opening of the Fall Black Goods season finds us better prepared to cater to the wants of the women of fashion than ever before. Our collection is attracting more than usual attention this season. It includes the newest and most desirable weaves for Mourning, as well as an immense variety for general wear, also a splendid variety of high class novelties by the best makers of Europe.

In the Plain Goods Sections

we are showing among the popular plain materials Melrose Cloths, Whipcords, Crystalines, Corkscrew Cloths, Venetians, Broadcloths, Diagonals, Soleils, Prunella Cloths, Poplins, Armures, Rayetines, Granites, Henriettas, Reps and Cords.

The Big Cheviot Sections

are filled with a wide range of extremely desirable fabrics; only those by reliable makers are shown. Some of the most attractive grades are priced at 45c., 59c., 69c., 89c., 1.00, 1.25 and so on up to 2.25 yard.

In the Zibeline Sections

we are showing a magnificent variety of these very fashionable goods. The important grades are priced as follows:
98c., 1.10, 1.25, 1.45 and 1.65 yard.

The Crepon Sections

contain all that is new and novel in these desirable fabrics, both in silk and wool and mohair and wool. The prices this season are very attractive—79c., 1.00, 1.25, 1.45, 1.85, up to 4.98 yard.

To-day 1.00 Value for 59c.

We offer to-day a special lot of 54-inch Black Camel's Hair Homespun, thoroughly sponged and shrunk; usual price would be 1.00 yard; to-day . . . . . 59c.

Special Values in Colored Dress Goods will be offered each day during the week.
Orders by Mail Promptly Attended to.

Sixth Avenue, 20th to 21st Street

NOT MADE BY A TRUST

For Short-Smokes.

Home again! Friends and Cupid Bouquet Little Cigars everywhere.

We brought out this little cigar because we believed that old smokers would appreciate a really good short-smoke. We were right.

CUPID BOUQUET LITTLE CIGARS

10 IN A TIN BOX 10c. AT ALL FIRST-CLASS DEALERS.

D. H. McALPIN & CO NEW YORK

AMUSEMENTS.

AMERICAN 42ND & 8TH AVE. CASTLE SQ. OPR. CO.
Last year Monday, Oct. 2, Wagner's "DIE MEISTERSINGER," first time in Eng. Prices, 25c., 50c., 75c., $1. Box office open Thursday, Sept. 21, for subscribers only.
MONDAY, SEPT. 25, SPECIAL DEWEY WEEK ATTRACTION.
"WE-UNS OF TENNESSEE."

THE NEW YORK, B'way, 44th-45th Sts. 6th BIG MONTH. THE MAN in | including the Lyric | CORNILLE THE MOON, | Venus Marguerite TO-NIGHT in the AERIAL GROVE, Roof covered and Comfortable. Immense Variety 8:30 to midnight. SPECIAL MATS. DEWEY DAYS. Reg. Mat. Sat.

MANHATTAN THEATRE, Evgs. 8:15. Mats 33 & B'way. Wed. & Sat. WILLIE COLLIER in MR. SMOOTH. LAST 8 TIMES. Next Monday, the new American Comedy, A STRANGER IN A STRANGE LAND.

5th Ave THEATRE. B'way & 28th St. Evgs. at 8. Mat. Sat. at 2. Mrs. Fiske in Becky Sharp
*.*Sale of seats four weeks in advance.

KNICKERBOCKER, Broadway and 38th St. To-night at 8:15. Matinee Saturday at 2:00. FRANCIS WILSON'S In a New Opera Comique, CYRANO de BERGERAC.

BIJOU, B'way & 30th St. Eve., 8:15. Mats., Wed. & Sat., 2:15. The chic, cheeky, Charming Comedy, IN PARADISE Richard Golden, Minnie Seligman, & Great Cast.

THE DEWEY, East 14th St. MATINEE TO-DAY. ROYAL BURLESQUERS. "A FEMALE POLITICIAN."

EMPIRE Theatre. B'way and 40th St. Evgs., 8:20. Matinée Saturday. WEDNESDAY MATINEES BEGIN SEPT. 27. JOHN DREW in The Tyranny of Tears.

GARRICK THEATRE. 35th St., near B'way. Ev'g, 8:10. Matinée Saturday. Last 2 weeks. Charles Frohman Presents MRS. LESLIE CARTER IN ZAZA Matinée Wed., Sept. 27, instead of Sept. 30.

ST. NICHOLAS GARDEN, 66TH ST. AND COLUMBUS AV. CROWDED NIGHTLY. 50 MUSICIANS. KALTENBORN'S Orchestral Concerts 25c. 50c. Tues., BEETHOVEN SYMPHONY PASTORALE.

ACADEMY OF MUSIC. 14th St. & Irving Pl. ANDREW MACK. in his new play, THE LAST OF THE ROHANS. Prices, 25, 50, 75, 1.00. Mats. Wed. & Sat. 2. Ev. 8:15.

GRAND OPERA HOUSE. Thos. E. Shea, Sat. Ngt. Only. In the Great Naval Play, Dr. Jekyll & Mr. Hyde. THE MAN-O-WARS-MAN.

AMUSEMENTS.

Metropolitan Opera House,
THE WHITE SQUADRON,
Saturday Evening, Sept. 30, at 8 P. M.,
UNDER THE AUSPICES OF
DEWEY TESTIMONIAL COMMITTEE,
IN AID OF THE DEWEY HOME FUND.
MR. ROBERT HILLIARD, SUPPORTED BY AN EXCELLENT COMPANY.
Six hundred sailors from the Olympia, Boston, Concord, Yorktown, Petrel, McCulloch, Indiana, Iowa, Oregon, Massachusetts, and Texas in the famous Congress of Navies scene.
BOX OFFICE NOW OPEN.

HERALD SQ. THEATRE, 35th St. & B'way. Evgs. 8—Mats. Wed. & Sat. 2. Chas. Frohman Presents Enormous Double Triumph HENRY MILLER in THE ONLY WAY

Charles Frohman's Criterion Theatre, Formerly Lyric, B'way & 44th St. Evgs. 8:30. MATINEE SATURDAY. THE GIRL FROM MAXIM'S

MADISON SQ. THEATRE, 24th St., near B'way. Matinées Wednesday and Saturday. Evenings, 8:30. Matinées, 2:15. WHY SMITH LEFT HOME. "A Successful Laugh-Loosener."—Evg. World.

GARDEN THEATRE 27th St. and Madison Av. Charles Frohman.....Manager
*.*Mr. Charles Frohman will begin his fourth season at this theatre on MONDAY EVENING, SEPT. 25, with JAMES K. HACKETT, under the direction of Daniel Frohman, in Anthony Hope's Greatest Romance, RUPERT OF HENTZAU. Sale of seats begins Thursday, 9 A. M.

GARDEN THEATRE
MR. CHARLES FROHMAN
Has the honor to announce
The reappearance of
MR. RICHARD
MANSFIELD
For a limited engagement, on
NOVEMBER 20th,
In
CYRANO deBERGERAC

LYCEUM 4th Av., 23d St.....at 8:30 Daniel Frohman.....Manager Matinées Thursday and Sat., 2. ...Charles Frohman presents ANNIE RUSSELL in MISS HOBBS.

DALY'S DANIEL FROHMAN, Manager. BEGINS AT 8 SHARP. Mats. Wednesday & Saturday. E. H. SOTHERN and VIRGINIA HARNED in.....THE KING'S MUSKETEER.....

WALLACK'S. B'way & 30th St. Evgs. 8:15. Sat. Mat., 2:15. TO-NIGHT. STUART ROBSON In an Adequate Production of THE GADFLY. The Story of a Human Soul Destroyed. Miss Marie Burroughs and a Cast of 85 People.

PROCTOR'S 23d St. 15, 25, 50c. CAMILLE D'ARVILLE & GREATEST VAUDEVILLE BILL IN TOWN.

PALACE 58th St. and 3d Av. DOLAN and LENHARR CRESSY and DAYNE. 30 others. Cont. Perf. 15, 25, 50c. Ladies, Afts., 10c.

Broadway Theatre, 41st St. & Broadway. Evgs. 8:15. Wed. & Sat. Mat. Jacob

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

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NEW YORK, MONDAY, SEPTEMBER 18, 1899. EIGHT PAGES.

STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended Sept. 16..	3,532,116
Same week last year.....	2,405,752
Stocks to date this year.....	127,579,081
Corresponding date last year.	74,491,018
Bonds for the week.....	$10,699,800
Same week last year.....	$15,289,360
Bonds to date this year.....	$678,541,470
Corresponding date last year.	$602,750,690

Money rate range for week: Collateral loans on call, 2@9; at three months, 5@5½; at six months, 5@5½ per cent. Commercial paper, sixty to ninety days, 4¾@5 per cent.

THE WEEK'S CHANGES.

Following is a list of the stocks in which there were last week net changes of 1 per cent. or more:

Stocks Advanced.

Am. Linseed pf.....1½	U. S. Leather.....1½
Hocking Valley.....1	

Stocks Declined.

Am. Smelt. & Ref...3	K. C., P. & G....1½
Am. Linseed.....1	Louis. & Nash.....1⅝
Am. Steel. & Wire..5¼	Manhattan 7⅞
Am. S. & W. pf....1⅞	Met. Street Ry.....16½
Am. Sug. Ref.....5⅜	Minn. & St. L.....1½
Am. Tobacco.....2¾	M., St. P. & S. S. M.2½
Am. Tobacco pf.....1½	M., St. P. & S. S. M.
Am. Tin Plate.....1	pf. 3¾
At., T. & S. F. pf....2⅝	Missouri Pacific.....3¼
Anaconda Copper....1	Mo., K. & Tx pf....1½
Balt. & Ohio.....2	Mobile & Ohio.....4⅝
Balt. & Ohio pf....1¼	Nat. Steel.....2
B'klyn R. T.....10¾	Nat. Biscuit.....2
Brunswick City.....2⅛	Nat. Lead.....1¾
Can. Pacific.....2⅞	Nat. Lead pf.....1½
Central Pacific.....1½	N. Y. Air Brake....3
Ches. & Ohio.....1	N. Y. Central.....2½
Chi. Con. Traction..2½	N. Y., Chi. & St. L..1
Chi., B. & Q.....1¾	N. Y., C. & St. L. 2d
Chi. & East. Ill.....3½	pf. 2¾
Chi. Gt. West.....1½	N. Y., Ont. & W.....1¼
Chi. G. W. pf., A....3½	Norf. & West.....1¾
Chi. G. W. deb.....3½	Norf. & West. pf...1
Chi., M. & St. P.....5¾	Northern Pacific.....1½
Chi. & N. W.....3⅜	Nor. Pac. pf.....1½
Chi., R. I. & Pac...5	Ore. R. R. & Nav....4
Chi. Term. Trans....1	Ore. R. R. & N. pf.1
Chi. Term. Trans. pf.1	Pacific Mail.....1½
C., C., C. & St. L. pf.1½	Penn. R. R.....3⅜
Cleve., L. & W.....1⅜	People's Gas, Chi....7½
Cleve., L. & W. pf...4	P., C., C. & St. L....1¾
Col. Fuel & Iron...3¾	Pressed Steel Car....1½
Col. & South. 1st pf..2½	Reading 1st pf.....4¼
Col. & South. 2d pf.1½	Reading 2d pf.....2
Col. Mid. pf.....2⅞	Rep. Iron & Steel....2
Col. & H. C. & I....2¾	Rep. I. & S. pf.....2
Cont. Tobacco.....2⅝	Rio Grande W. pf...1½
Consol. Gas. Co.....2½	St. J. & G. I. 1st pf.1½
Del. & Hudson.....1⅞	St. L. S. W. pf.....1¾
Denver & R. G. pf...1	St. Paul & Duluth...6
Des M. & Ft. D....2	St. P. & Omaha.....2
Dul., S. S. & At. pf..1½	Southern Ry. pf.....3½
Evans. & T. H. pf..3½	Stand. R. & T.....1¾
Federal Steel.....6¾	Tenn. C. & I.....6¼
Federal Steel pf....2½	Texas Pacific.....1½
Ft. W. & R. G.....1	Un. Bag & Paper....1
Glucose Sug. R....2½	Union Pacific.....1⅝
Hocking Valley pf...1½	Union Pacific pf....2
Illinois Central.....1	U. S. Rubber.....1¼
Int. Paper.....4½	W. & L. E. 2d pf....3½
Iowa Central pf.....1½	

***

Net changes in bond quotations for the week of 1 per cent. or more:

Bonds Advanced.

Ev. & T. H. gen....1	Mex. Cent. 2d inc....1¼
Kent. City 4s.....1	Ore. R. R. & N. 1st..1½
Mex. Cent. 1st inc..1	

Bonds Declined.

At., T. & S. F. adj..2¼	Louis., E. & St. L.
B'klyn El. 1st 5s....1½	con. 5s.....1
B'klyn W. & W. 5s..1	Mo., K. & E. 1st....1¼
Cent. of Ga. 1st pf.,	Mo. Pac. Tr. 5s....1
inc. 1	Norf. & W. con. 4s.1
Ches. & O. con. 5s.1½	Peo. & East. 1st....1
Chi., I. & L. ref. 6s..6	Peo. & East. inc....9
Chi. Term. Tr. 4s..2½	St. L. S. W. 2d.....1½
C., C., C. & St. L. g.2	St. Paul City Ry. Ca-
Col. Mid. 1st 4s....1½	ble 5s.....1
Den. & R. G. 4s....1	Stand. R. & T. 6s....3
Det., M. & M. l. g..2	Stand. R. & T. inc..3½
El. T., Va. & Ga. con.	T. C. & I., Birm., 6s.1
5s 3	T. C. & I., De B., 6s.1½
Erie 1st prior 4s....1	Union Pac. 4s.....1
Erie gen. 4s.....1	Wabash, Deb. B....1¼
Flint & P. M. con. 6s.1	Wis. Cent. 1st, t. r.1¼

OUR LONDON CABLE.

WAR RISKS BEING RECKONED

Scarcity of Gold Following Hostilities in the Transvaal Would Have Disastrous Consequences — Real Cause of the Agitation Against the Boers the Chartered Company Fiasco—Indian Famine Still Possible.

Cable Correspondence,
Copyright, 1899, THE NEW YORK TIMES.

LONDON, Sept. 17.—Our money market anxiously begins to reckon up war risks. All last week we were hoping against hope that peace might be maintained. As I write that hope has almost been abandoned, and rates for money are therefore tightening wholly irrespective of business demands. These, indeed, are very moderate for the home account. Our discount market would have little occupation did it depend on the domestic supply of bills, for that does not now amount to 25 per cent. of the total value of paper handled.

This is one great source of anxiety for our credit institutions. Not so many years ago quite 70 per cent. of the bills of exchange current here were of English origin; now it is quite the other way. Not only do British banks and discount houses buy foreign bills in large amounts, but French, German, Russian, Dutch, and Japanese banks possess important London branches engaged in placing daily a large volume of bills on our market. During your export season each American mail also brings heavy consignments of your mercantile paper. It is therefore of the utmost importance that no hitch should arise to prevent our credit establishments from being able to regularly handle this stream of remittances. Dear money must produce this hitch, and I fear a war must force our market sharply up.

Some days last week the discount rate slipped below 3½ per cent. On Friday and yesterday brokers quoted 3⅝ per cent. for ninety day bills, and for foreign bills of four months, 3¾ per cent. Greater dearness is expected this week, although money till to-morrow was offering yesterday afternoon at 1 per cent. To-morrow a call amounting to £1,600,000 is payable on the Japanese loan. All along short advances have remained easy at 2 to 2½ or 2¾ per cent. Even last Friday Stock Exchange payments merely drove quotations on call money to 3 per cent. for an hour or two. Indeed, most bankers had loans repaid because speculative accounts have been much reduced through the dread of war. But cheapness of this kind means nothing more than the desire to keep credits at elbow, so to say.

Tested by the cash gold held in our banks, we are in no position to stand pressure for one day. Including their balances at the Bank of England, they probably do not hold 6 per cent. of their liabilities to depositors in gold, as an able correspondent points out in to-day's Investors' Review. But it is just their capacity to pay gold that may soon be put to the proof. The Transvaal is the principal source of our gold supply; almost the only present source, since the Indian Government purposes to buy the output of the Indian mines, and Australian production is taken partly by the United States. War in South Africa would not only stop supplies from the Rand mines for a time, but subject the Bank of England to a drain of sovereigns for the Cape. Already a million has gone thither, exclusive of small consignments from Australia. Were the Rand product, now over £1,600,000 a month, stopped, a gold pinch would therefore be upon us almost immediately, and I am unable to sketch the trouble that would follow.

Why, then, go to war? In my opinion because Cecil Rhodes's chartered company is nearly played out. It has spent £7,000,000, and has little to show for the money save a huge territory almost completely unproductive. The vaunted Rhodesian gold mines produced little more than £200,000 gross gold in the last twelve months, and the output in August fell to 3,179 ounces. Labor cannot be had, as the Matabeles refuse to enter the mines, and as the expenditure of the chartered company exceeds its income by nearly £500,000 a year, on its own admission. Better fight, with the chance of annexing the Transvaal, than allow the fiasco to reach its natural and inevitable conclusion.

The prospect thus opened, I confess, fills me with apprehension. Our credit system is so delicately poised, so absolutely dependent upon our command over the supplies of gold at the moment they are required, that the stoppage of such supplies at any point is calculated to disarrange the whole machine.

In their anxiety our bankers are already discussing the probabilities of New York taking gold from London this Autumn, and the advance in your rates for money is not calculated to allay these fears. Our position is much weaker in the face of this contingency than it was a year ago. Then we had an abundance of your securities, for which a market could be found on the Continent as well as in America; now we have only a few. How, then, are we to avert gold demands or find the means to meet them by sales of stock? There is not much we can sell unless you buy our home securities, which I should not advise you to do, for they are all precious dear.

Altogether, so much do I dread the economic consequences of a war that I still cling to the hope that peace may be kept. But it is a vanishing hope.

The story that all danger of a famine in India has been averted is untrue. The rain came too late to save the principal crops.

A. J. W.

Outside Securities.

Last week's market was an irregular one, and, as a whole, the prices were inclined to decline from the figures of the close of the previous week. On Monday, and for one or two days thereafter, the advance in the money rates, which affected the inside market, had an indirect bearing upon outside securities and tended both to decrease the amount of the transactions and to affect prices unfavorably. That the conditions prevailing then were of more than momentary importance very few believed. Naturally enough, however, the advance in money rates was looked upon with a certain amount of apprehension and led to some selling of stocks and to the withdrawal from the market of a certain number of buying orders. The unfavorable conditions with which the week began came in the nature of an impediment to the advance and the increase in activity that had been so confidently predicted for some time. As the week progressed there was some slight improvement, but on Friday and again on Saturday early market conditions were repeated. In one or two prominent stocks a certain amount of liquidation was forced, which led to further declines. Observers of the market were not inclined to look with as much confidence upon the immediate future of the market as they were a short time ago; yet nowhere was it felt that the temporary set-back to this advancement would be of very long duration.

Weakness, however, was by no means general. Not only did a certain number of stocks hold firmly to the closing figures of the previous week, but there were also in several stocks advances of importance. Liquidation, that in some stocks was the principal cause of declines, seemed to have little effect upon other issues, and in one notable instance—that of National Tube common—the closing price for the week showed an advance over the previous Saturday's close, notwithstanding that there was considerable selling of this issue. There were other cases also where securities that are looked upon with confidence ended the week with no loss, where indeed advances were not recorded. But even among the more or less speculative stocks—stocks the value of which has not yet been fully demonstrated to the public—advances were not lacking. Al-

Continued on Page 7.

Stock Transactions New York Stock Exchange Week Ended Sept. 16, 1899.

Range for Year 1899. Highest.	Range for Year 1899. Lowest.	Closing Sat., Sept. 16. Bid.	Closing Sat., Sept. 16. Ask'd	Net Ch'ge Past Week.	STOCKS. Sales Week Ended Sept. 16, 3,532,116.	Amount Capi'l Stock Outstanding.	Last Dividend. Date.	Last Dividend. Per Cent.	Period	Week Ended Sept. 16. First.	High.	Low.	Last.	Closing a Year Ago.	Sales Week Ended Sept. 16, '99.
118¾ February 28.	108¾ January 16.	115	120	...	**Adams Express**	$12,000,000	June 1, '99.	2	SA	116	116	115	115	113	100
21⅞ May 25.	15 June 15.	17½	18	— ¼	American Car & Foundry Company	29,090,000	.....	..	..	18½	18⅝	17½	18¼	...	5,320
68⅝ September 7.	56⅞ June 16.	65½	66	— ¼	American Car & Foundry Company pf.	29,090,000	July 1, '99.	1¾	Q	66¼	67	64½	65¾	...	3,862
45 August 23.	33¾ March 6.	43½	44	— ⅛	American Cotton Oil	20,237,100	Dec. 1, '98.	3	A	44	44½	41	44	36¾	7,375
95 May 9.	88¼ January 5.	93½	94½	...	American Cotton Oil preferred	10,198,600	June 1, '99.	3	SA	93½	93½	93½	93½	85	110
52½ March 3.	33 January 3.	...	37½	..	American District Telegraph	3,845,000	May 15, '99.	1	SA	35	35	35	35	40	100
160 August 29.	133 June 19.	147	153	..	American Express Company	18,000,000	July 1, '99.	3	SA	150	152½	150	152½	132½	20
41¼ September 8.	39 September 8.	39¾	40¼	— ½	American Ice Company	†30,000,000	.....	..	..	40½	40¾	39	40¼	...	6,598
85 September 11.	82 September 11.	82	87	..	American Ice Company preferred	†30,000,000	.....	..	..	85	85	82	85	...	650
13½ July 22.	8¾ June 20.	9½	9⅞	— 1	American Linseed Company	13,000,000	.....	..	..	10	10¼	10	10	...	805
57¼ August 10.	44¾ June 20.	50	52	+ 1½	American Linseed Company preferred	13,000,000	Sept. 15, '99.	1¾	Q	50¾	52	50¼	52	...	695
37½ January 24.	14⅜ September 5.	15½	18	+ ¾	American Malting Company	14,000,000	.....	..	..	15	16	15	16	32½	2,240
87¼ January 26.	61 July 26.	66½	68	..	American Malting Company preferred	14,400,000	July 1, '99.	1¾	Q	66½	67	66½	66¼	83¼	800
59 April 20.	35 July 6.	38½	39	— 3	American Smelting & Refining Company	27,000,000	July 3, '99.	3	Q	40	40	38	38	...	5,858
94½ April 20.	80 May 31.	89½	90¼	— ½	American Smelting & Refining Company pf.	27,000,000	July 3, '99.	1¾	Q	90¼	91½	88½	90	...	6,342
44 September 14.	24 May 24.	40¾	40⅝	+ ¼	American Steel Hoop	10,190,600	.....	..	..	39½	44	38¾	40¼	...	31,675
86¾ September 14.	70 May 16.	85	85⅝	+ ¼	American Steel Hoop preferred	14,000,000	July 29, '99.	1¾	Q	85½	86¾	84	85½	...	5,960
72 May 4.	45 February 8.	50	51½	— 5¼	American Steel & Wire	50,000,000	.....	..	..	50¾	50½	51½	51½	30	39,670
106¾ March 13.	92½ February 8.	97	97½	— 1⅞	American Steel & Wire preferred	40,000,000	July 15, '99.	1¾	Q	96½	98½	97	97¼	85	4,850
182 March 30.	123¼ February 4.	147¼	147½	— 6¾	American Sugar Refining Company	36,968,000	.....	..	..	152⅝	153¼	145¾	147¼	122⅝	148,345
123 March 20.	110 January 16.	117⅝	119¾	+ ¾	American Sugar Refining Company pf.	36,968,000	.....	..	..	118¾	118¾	118½	118½	112	526
106 April 15.	99½ March 2.	98	101	..	American Telegraph & Cable Company	14,000,000	Sept. 1, '99.	1¼	Q	101	101	98	100	98	130
52¾ April 4.	33 May 24.	39	40½	— 1	American Tin Plate Company	28,000,000	.....	..	..	40¾	42	38¾	40	...	6,315
99½ February 8.	81 June 1.	86½	90	..	American Tin Plate Company preferred	18,000,000	July 29, '99.	1¾	Q	86½	89	86½	89	...	690
229½ April 5.	88½ June 21.	124¼	125	— 2¾	American Tobacco Company	54,500,000	Aug. 1, '99.	1½	Q	127¼	131¼	124	124¼	151⅝	150,580
150 March 6.	132 January 4.	143	147	— 1½	American Tobacco Company preferred	14,000,000	Aug. 1, '99.	2	Q	145¼	145¼	145	145	130	400
70 April 26.	42½ March 22.	54	54¼	— 1	Anaconda Copper Mining Company	30,000,000	May 3, '99.	$1.25	SA	55	55⅝	54	54	...	17,200
43¼ May 23.	36 May 8.	39	40	— ½	Ann Arbor preferred	4,000,000	.....	..	..	39	39	39	39	35	850
24⅞ February 23.	17 May 9.	20⅝	20¼	— ⅞	Atchison, Topeka & Santa Fe	102,000,000	.....	..	..	21¼	21¾	20⅝	20½	13¼	20,527
68¾ August 24.	50⅝ January 7.	62	62¼	— 2¾	Atchison, Topeka & Santa Fe preferred	114,199,500	July 20, '99.	1¼	Q	64⅞	64⅞	61⅞	62	35⅛	176,620
61½ April 12.	43⅞ June 22.	51	52	— 2	**Baltimore & Ohio**	42,500,000	.....	..	..	52	53	50½	51	...	6,800
79½ January 27.	67½ June 21.	71¼	72	— 1¼	Baltimore & Ohio preferred	59,227,000	.....	..	..	72¾	72¾	70	71¼	...	8,115
9¼ April 12.	7¾ June 23.	8¾	9	— ⅛	Baltimore & Ohio Southwestern pf., t. r.	19,767,000	.....	..	..	9	9¼	8¾	8¾	...	1,510
137 April 15.	77¾ January 3.	88	88½	—16½	Brooklyn Rapid Transit	23,000,000	.....	..	..	104½	104⅞	86¾	88	59	719,025
160 March 17.	135 June 5.	137	142	..	Brooklyn Union Gas	15,000,000	June 1, '99.	3	SA	142	142	137½	137½	124	75
20⅜ August 14.	9½ May 9.	15	17	— 2½	Brunswick Dock & City Improvement	5,000,000	.....	..	..	18	18	15	16⅞	8⅜	2,750
80 September 6.	60 May 9.	78	...	..	Buffalo, Rochester & Pittsburg pf.	6,000,000	Aug. 15, '99.	1	SA	74¾	74¾	74¾	74¾	72½	50
70 January 3.	50¼ June 2.	52	52¼	— ¼	**Canada Southern**	15,000,000	Aug. 1, '99.	1	SA	53	53	52	53	53⅜	2,310
90½ May 31.	84⅝ March 15.	92½	93¼	— 2⅜	Canadian Pacific	65,000,000	Apl. 1, '99.	2	SA	94¼	94¾	93¼	93½	86⅜	1,000
60⅝ August 21.	45⅝ May 9.	56¼	56⅝	— 1¼	Central Pacific, assessment paid	65,370,000	Jan. 3, '99.	½	..	57⅝	58	56	56	...	5,960
31⅛ February 2.	23⅝ May 31.	27	27⅛	— 1	Chesapeake & Ohio	60,533,400	.....	..	..	27⅛	28¼	26¾	26⅝	25⅝	11,274
149¼ February 18.	124⅛ January 7.	130	130⅛	— 4¾	Chicago, Burlington & Quincy	98,315,900	June 15, '99.	1½	Q	134½	134⅝	130⅛	130⅛	115⅝	102,815
68⅝ April 20.	49 September 15.	...	50	— 2¼	Chicago Consolidated Traction	15,000,000	.....	..	..	50⅝	50⅞	49	49	...	300
100¾ September 1.	59⅝ January 4.	88	92	— 3¼	Chicago & Eastern Illinois	6,197,900	July 1, '99.	2	SA	92¾	93⅛	90¼	92⅝	55	2,500
135⅞ September 7.	112⅜ January 3.	125	130	..	Chicago & Eastern Illinois preferred	5,830,700	July 1, '99.	1½	Q	131¼	131¼	131¼	131¼	106	10
20⅝ January 23.	13 June 1.	14¼	14¼	— 1½	Chicago Great Western	21,250,000	.....	..	..	16	16¼	14¼	14¼	16	35,425
85⅛ August 29.	50¾ January 5.	79½	80	— 3½	Chicago Great Western preferred A	11,365,800	July 31, '99.	2	SA	82⅜	83¾	80	80	42	3,320
44⅜ September 6.	28 January 22.	40	41	— ⅝	Chicago Great Western preferred B	7,420,100	.....	..	..	43	43⅝	40	41⅜	28½	2,500
103½ August 12.	83⅝ January 3.	90	94	— 8½	Chicago Great Western debenture	16,711,500	July 15, '99.	2	SA	95	95	93	93	...	700
12¼ April 25.	7¾ January 6.	9	10	— ¼	Chicago, Indianapolis & Louisville	10,000,000	.....	..	..	9¼	10	9	9⅜	8½	800
46¾ March 6.	31 January 4.	42	43	+ ¼	Chicago, Indianapolis & Louisville pf.	5,000,000	Mch 20, '99.	1	..	42½	42½	42¼	42½	...	100

Stock Transactions New York Stock Exchange Week Ended Sept. 16, 1899.--Continued.

Range for Year 1899. Highest.	Range for Year 1899. Lowest.	Closing Sat. Sept. 16. Bid.	Closing Sat. Sept. 16. Ask'd	Net Ch'ge Past Week.	STOCKS.	Amount Capital Stock Outstanding.	Last Dividend. Date.	Last Dividend. Per Cent.	Period	Week Ended Sept. 16. First.	Week Ended Sept. 16. High.	Week Ended Sept. 16. Low.	Week Ended Sept. 16. Last.	Closing a Year Ago.	Sales Week Ended Sept. 16, '99.
136¼ September 6.	120½ January 4.	128⅝	128½	— 5⅜	Chicago, Milwaukee & St. Paul	46,924,200	Apl. 20, '99.	2½	SA	134½	134½	128	128⅜	110½	227,940
179 September 5.	166¾ January 3.	179	...	...	Chicago, Milwaukee & St. Paul preferred	35,595,400	Apl. 20, '99.	3½	SA	178⅝	178⅝	177⅜	178½	157	1,070
173 September 6.	141⅝ January 4.	166	166½	— 3⅜	Chicago & Northwestern	39,116,800	July 6, '99.	2½	SA	168½	169⅞	166¼	166¼	131¼	5,320
122¼ January 27.	107½ May 13.	113½	113⅞	— 5	Chicago, Rock Island & Pacific	50,000,000	Aug. 1, '99.	1¼	Q	118½	118¼	112¾	113½	82	53,240
125 September 1.	91 February 8.	119	122	— 2	Chicago, St. Paul, Minn. & Omaha	21,403,200	Feb. 20, '99.	3½	..	117	119	117	118	103⅝	700
25¼ March 27.	7¼ January 6.	12	13	— 1	Chicago Terminal Transfer	13,000,000	.....	..	..	13½	14½	11	13	7½	2,800
56¼ March 27.	36½ January 3.	43	45	— 1	Chicago Terminal Transfer preferred	17,000,000	.....	..	..	43	43	42½	42½	34½	1,040
63⅞ April 10.	42½ January 4.	56	56¼	— ½	Cleveland, Cin., Chi. & St. Louis	28,000,000	Aug., '93.	1¼	..	57	57¾	55⅜	56	42¼	6,060
102⅜ January 26.	94 May 10.	98	99	— 1⅜	Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	July 20, '99.	1¼	Q	98	98	98	98	...	225
16⅜ January 25.	9 July 6.	9	10½	— 1⅜	Cleveland, Lorain & Wheeling	8,000,000	.....	..	..	10¼	10¼	10¼	10¼	15⅜	300
45 April 26.	37¼ June 23.	38	44	— 4	Cleveland, Lorain & Wheeling preferred	5,000,000	Oct., '96.	1¼	..	40	40	40	40	52½	100
189¾ August 30.	184⅜ March 6.	189½	...	...	Cleveland & Pittsburg	11,243,700	Sept. 1, '99.	1¾	Q	190	190	190	190	...	89
5⅝ April 21.	1¼ January 17.	2	2½	— ¼	Colorado Coal & Iron Dev	5,500,000	.....	..	..	2¼	2¼	2	2½	...	400
64 September 11.	30¼ February 8.	58½	59	— 3½	Colorado Fuel & Iron	9,250,000	.....	..	..	64	64	57¼	58½	21¾	97,232
27 September 6.	15½ July 14.	22	24	— 2⅜	Colorado Midland preferred	4,954,800	.....	..	..	24¾	24¾	22	22½	...	2,770
8⅞ January 6.	4⅜ September 13.	4⅜	4½	— ⅝	Colorado & Southern	30,995,000	.....	..	..	5	5½	4⅜	4½	...	10,390
58½ March 17.	41¾ June 16.	43¼	44	— 2½	Colorado & Southern first preferred	8,500,000	.....	..	..	45¾	45¾	43½	43½	...	2,373
25 March 2.	15 September 13.	14¾	15½	— 1½	Colorado & Southern second preferred	8,500,000	.....	..	..	15	15¼	15	15	...	1,153
21¼ September 6.	6½ February 5.	17½	18	— 2⅜	Columbus & Hocking Coal & Iron	4,700,000	.....	..	..	20¼	20¼	17	17⅜	...	5,350
223½ March 11.	163 June 6.	187	189	— 2½	Consolidated Gas	39,078,000	Sept. 15, '99.	1	Q	189	189¾	186	188	181½	3,255
50½ January 31.	20 August 16.	36	40	— ½	Consolidated Ice	6,500,000	Aug. 15, '99.	1	Q	38½	38½	38½	38½	40	100
97 March 13.	86¼ September 14.	...	87	...	Consolidated Ice preferred	3,500,000	July 15, '99.	1½	Q	86¼	86¼	86¼	86¼	89½	100
65⅞ April 17.	36 June 21.	43⅜	43⅞	— 2⅝	Continental Tobacco Company	48,845,700	.....	..	..	45⅞	46½	42¾	43¾	...	39,795
103⅜ August 28.	78 June 29.	96	96½	+ ¾	Continental Tobacco Company preferred	43,845,000	.....	..	..	96½	97½	93½	94¾	...	9,870
125¾ April 20.	106½ January 3.	122	122½	— 1⅜	**Delaware & Hudson**	35,000,000	Sept. 15, '99.	1½	Q	123	124½	121⅜	122	108¼	7,088
182½ September 15.	151 January 7.	179⅝	180	...	Delaware, Lackawanna & Western	26,200,000	July 20, '99.	1¾	Q	178	182½	174	179½	151	20,248
25⅝ April 27.	18¼ January 7.	21⅝	22¼	+ ¼	Denver & Rio Grande	38,000,000	.....	..	..	22¼	22⅝	21½	22¼	14	3,709
80 April 27.	68½ January 11.	74¾	75¼	— 1	Denver & Rio Grande preferred	23,650,000	July 17, '99.	2	SA	75	75¾	74⅜	75	56¼	4,001
28½ January 3.	13¾ June 1.	17	20	— 2	Des Moines & Fort Dodge	4,283,100	.....	..	..	18	18	18	18	16	100
6¼ August 24.	3 April 14.	4½	6	— ½	Duluth, South Shore & Atlantic	12,000,000	.....	..	..	5½	5½	5½	5½	...	100
16⅜ August 25.	7¾ January 4.	13¾	15½	— 1½	Duluth, South Shore & Atlantic preferred	10,000,000	.....	..	..	14½	14½	13⅜	13⅜	...	300
42 January 24.	33½ June 21.	36¾	37	...	**Erie first preferred**	42,844,000	.....	..	..	37	37¾	36	37	36¾	1,900
46 September 14.	36 March 28.	44½	45	+ ½	Evansville & Terre Haute	4,000,000	Aug., '93.	7½	..	45¼	46	44	45	29¾	5,360
98½ September 9.	70 January 7.	94½	96	— 3½	Evansville & Terre Haute preferred	1,284,000	Apl. 15, '99.	2	SA	95	95	95	95	67	110
75 April 3.	46⅜ February 8.	55	55½	— 5¾	**Federal Steel Company**	46,484,300	‡July 20, '99.	1¼	..	61	61¼	55	55	...	71,681
93½ April 3.	72 May 15.	78¾	79	— 2½	Federal Steel Company preferred	53,261,300	July 20, '99.	1½	Q	81	83	78¾	79	...	15,540
30 March 28.	14 February 4.	24	26	— 1	Fort Worth & Rio Grande	3,108,100	.....	..	..	26	26½	26	26	...	602
125½ August 3.	95⅛ January 3.	121	121½	— ½	**General Electric Company**	18,276,000	July 15, '99.	1½	..	122	123	121	122½	78¼	1,800
76¾ March 20.	62 September 16.	60	62	— 2½	Glucose Sugar Refining Company	24,027,300	Sept. 1, '99.	1½	Q	64	64¼	62	62	...	3,535
110 January 12.	105 September 9.	...	108	...	Glucose Sugar Refining Company preferred	12,619,300	Sept. 1, '99.	1¾	Q	105½	105½	105½	105½	...	20
195 March 13.	142¼ January 6.	163½	166	— ½	Great Northern preferred	89,407,700	Aug. 1, '99.	1¾	Q	163½	164	161½	163¾	137	2,510
117¼ July 13.	97 January 3.	111	114½	— ½	**H. B. Claflin Company**	3,829,100	July 15, '99.	2	Q	114	114	114	114	91	130
37⅝ September 6.	22 July 12.	33	35½	+ 1	Hocking Valley	6,000,000	.....	..	..	35	35½	33¾	35½	...	1,600
66¼ September 6.	54½ May 13.	62½	63	— 1½	Hocking Valley preferred	10,000,000	.....	..	..	64¾	64¾	62½	62½	...	2,510
122 January 23.	110 June 1.	113	113½	— 1	**Illinois Central**	52,500,000	Sept. 1, '99.	2½	SA	114½	114¾	112½	113½	113½	5,687
68½ January 23.	27 September 12.	27½	27¾	— 4½	International Paper Company	17,442,900	July 1, '99.	1	..	31	31	27	27½	54½	14,940
95 January 5.	75¼ September 15.	75	76	..	International Paper Company preferred	12,539,700	July 1, '99.	1½	Q	76	78	75¼	75¼	80¾	2,703
35⅞ February 4.	10 May 6	12½	15	...	International Silver Company	10,000,000	.....	..	..	12¾	12¾	12¾	12¾	...	10
15¾ August 24.	10¼ March 7.	13	13½	— ½	Iowa Central	8,488,800	.....	..	..	13½	13¾	12¾	13½	9	2,295
62¾ August 25.	42⅞ May 31.	55	57	— 1½	Iowa Central preferred	5,671,600	Sept. 1, '99.	1½	..	57	57	55	56	33½	935
18 January 6.	7 March 15.	9	9¼	— 1½	**Kansas City, Pittsburg & Gulf**	23,000,000	.....	..	..	9⅞	10	8	9	19½	3,530
5½ February 1.	3 May 9.	4	5	— ½	Keokuk & Des Moines	2,640,400	.....	..	..	4	4	4	4	...	100
63½ February 23.	40 September 14.	43	45	..	Knickerbocker Ice Company (Chicago)	4,000,000	July 1, '99.	1½	Q	45½	45½	40	44½	...	550
66¾ August 28.	51 March 4.	65¾	66	— ½	**Laclede Gas**	7,500,000	Sept. 15, '99.	1½	SA	65¼	66¾	64½	66	49¾	5,475
102½ May 18.	95 March 9.	97	99	...	Laclede Gas pf	2,500,000	June 15, '99.	2½	SA	98¼	98¼	98¼	98¼	94	20
22¼ January 27.	14¾ June 9.	19	20¼	+ ⅝	Lake Erie & Western	11,840,000	.....	..	..	20¼	20¼	20¼	20¼	17¼	650
81½ July 27.	60 January 15.	79	80	— ½	Lake Erie & Western preferred	11,840,000	Nov. 1, '98.	1¼	..	79½	79½	79½	79½	75½	110
85 April 4.	56¼ January 5.	60	70	..	Long Island	12,000,000	Nov. 2, '96.	1	..	60	65	60	65	48	450
83⅞ August 21.	63 March 6.	78¾	79	— 1⅝	Louisville & Nashville	52,800,000	Aug. 10, '99.	2	..	80¼	81¼	78½	78½	57½	45,142
138⅜ April 3.	97 January 4.	108¼	108½	— 7⅞	**Manhattan Consolidated**	48,000,000	July 1, '99.	1	Q	117½	118	108	108¼	96½	179,285
269 March 28.	187¾ January 11.	193½	194	—16½	Metropolitan Street Railway	40,000,000	July 15, '99.	1¾	Q	208	209¼	191½	194	156¼	39,240
22¾ September 6.	14 April 25.	20	22½	— ⅝	Metropolitan West Side El., Chicago	7,500,000	.....	..	..	22	22	21⅝	21⅝	...	380
67 September 6.	44½ May 5.	64	68	..	Metropolitan West Side El., Chicago, pref.	9,000,000	.....	..	..	66	66	66	66	...	26
17½ April 27.	6 January 7.	14¾	15	— ½	Mexican Central	36,000,000	.....	..	..	15¼	16¼	14½	15	...	19,590
6⅛ September 13.	1 January 6.	5⅜	5¾	— ¼	Mexican National certificates	33,350,000	.....	..	..	5⅝	6⅛	5	5½	...	15,415
78 August 29.	35¼ January 6.	73	74	— 1½	Minneapolis & St. Louis	6,000,000	.....	..	..	75	75	73¾	74	...	800
37½ May 18.	8¾ January 24.	24	26	— 2½	Minneapolis, St. Paul & S. S. Marie	14,000,000	.....	..	..	24	26⅜	24	25	...	700
72 May 18.	39 February 10.	65	67	— 3¾	Minneapolis, St. Paul & S. S. Marie pf	7,000,000	.....	..	..	64½	64½	64½	64½	...	100
14¾ August 29.	12¾ May 10.	12⅞	13⅛	— ½	Missouri, Kansas & Texas	52,450,000	.....	..	..	13¼	13¼	13	13	11⅜	1,200
45¼ August 31.	30½ May 31.	39	39⅞	— 1½	Missouri, Kansas & Texas preferred	13,000,000	.....	..	..	41	41½	39½	40	32½	11,540
52½ April 4.	38¾ June 1.	44½	44¾	— 3¼	Missouri Pacific	47,507,000	July 1, '93.	1	..	48	48	44½	44¾	35	50,540
50 August 26.	32 January 3	44	45	— 4⅝	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	..	45	47	44	44	27½	1,350
185 August 4.	176 January 3.	182½	185	..	Morris & Essex	15,000,000	July, '99.	3½	SA	182½	182½	182½	182½	175	40
62 January 21.	41⅝ May 16.	45	45⅜	— 2	**National Biscuit Company**	20,000,000	.....	..	..	45	46	45	45	33½	1,880
107½ January 18.	97½ July 7.	...	101½	..	National Biscuit Company preferred	23,000,000	Aug. 31, '99.	1¾	Q	101¾	101¾	101¾	101¾	96⅛	20
40½ January 20.	28 June 1.	30	31	— 1¾	National Lead Company	14,905,400	Mch. 1, '99.	1	A	31	31	29¾	29½	35	2,050
115 January 21.	110 September 12.	109¾	112¼	— 1½	National Lead Company pf	14,904,000	Sept. 15, '99.	1¾	Q	110	110	110	110	110	750
8½ January 7.	2 July 13.	...	...	..	National Linseed Oil certificates	.....	.....	..	..	2⅝	2¾	2⅝	2⅝	...	3,115
63 April 24.	43¾ June 2.	52	52½	— 2	National Steel Company	32,000,000	.....	..	..	53½	53½	50⅝	52	...	10,640
99⅝ August 11.	85 May 15.	96½	97	— ⅛	National Steel Company preferred	26,000,000	June 30, '99.	1¾	Q	97	98	96⅝	97½	...	2,885
8⅞ May 3.	4½ March 17.	8½	9	..	National Starch Manufacturing Company	5,000,000	.....	..	..	5	8½	5	8½	...	1,085
57½ September 14.	43 April 20.	60	65	..	National Starch Mfg. Co. 1st preferred	3,000,000	May 1, '98.	2	..	57½	57½	57½	57½	...	100
23 February 9.	13 March 17.	16	20	..	National Starch Mfg. Co. 2d preferred	2,500,000	Jan., '96.	6	..	15	18	15	18	...	200
122¾ April 22.	97 January 3.	117½	118	— ⅝	New Jersey Central	27,055,800	Aug. 1, '99.	1	Q	117¾	119	116½	117⅞	93	5,525
230 July 19.	112 January 3.	155	160	— 3	New York Air Brake	5,000,000	1896.	6	..	161½	161½	158	158	106	1,710
18 August 31.	14½ September 8.	...	...	..	New York Air Brake Rights	.....	.....	..	..	14½	14½	14½	14½	...	15
144¾ March 29.	121¾ January 3.	135¾	136	— 2½	New York Central	100,000,000	July 15, '99.	1	Q	137½	138	135½	135½	117	23,637
222 April 20.	199 January 19.	216	220	..	New York, New Haven & Hartford	52,308,600	June 30, '99.	2	Q	215½	215½	215½	215½	190	200
19¾ January 28.	12 June 29.	13	14	— 1	New York, Chicago & St. Louis	14,000,000	.....	..	..	13¾	13¾	13¾	13½	...	212
41 January 23.	20½ May 4.	32	35½	— 2¾	New York, Chicago & St. Louis 2d pf	11,000,000	.....	..	..	35¼	35¼	33¾	33¾	...	620
287⅞ March 27.	18⅜ January 3.	25¼	25⅞	— 1¼	New York, Ontario & Western	58,113,900	.....	..	..	26⅜	26⅞	25⅛	25⅛	16¾	17,637
28⅝ August 23.	17⅜ March 17.	24	24½	— 1¾	Norfolk & Western	66,000,000	.....	..	..	25	26⅛	24	24	14	15,430
74¼ August 23.	61⅜ January 6.	69½	70¼	— 1	Norfolk & Western preferred	23,000,000	Aug. 24, '99.	2	SA	70½	71	69½	69½	52½	10,410
13⅜ August 8.	6⅞ January 6.	12½	13	— ¼	North American	39,733,100	.....	..	..	12⅝	13¼	12⅜	12½	6½	15,485
57½ August 24.	42⅝ January 7.	52⅞	52⅞	— 1⅛	Northern Pacific	80,000,000	Aug. 8, '99.	1	SA	54⅛	54⅞	52⅜	52⅝	41¾	39,270
81½ February 23.	73 June 1.	75	75¼	— 1½	Northern Pacific preferred	75,000,000	Sept. 5, '99.	1	Q	76⅛	76¼	75	75	78¼	7,042
52 January 23.	33 June 2.	42	47	— 4	**Oregon Railroad & Navigation**	24,000,000	July 2, '98.	1	..	44½	44½	43	43	57½	200
77½ August 30.	68¾ June 16.	76	78	— 1	Oregon Railroad & Navigation preferred	11,000,000	July 11, '99.	2	SA	76½	76½	76¼	76½	76	415
51 January 26.	38 May 11.	48¾	50	+ ¼	**Pacific Coast**	6,809,600	Apl. 17, '99.	1	SA	48⅜	50½	46½	49	47½	8,760
90 February 20.	84½ April 18.	84	90	...	Pacific Coast first preferred	1,515,500	Apl. 17, '99.	2½	SA	85	85	83	83	84	104
67¾ February 21.	58½ July 5.	64½	66½	+ ½	Pacific Coast 2d preferred	3,914,400	Apl. 17, '99.	2	SA	65¾	66½	64	65¾	69	1,770
55 January 30.	40⅞ September 12.	40½	41	— 1½	Pacific Mail	20,000,000	June 1, '99.	1½	SA	42¼	43¼	40⅞	41	33⅛	7,510
142 January 23.	122½ January 5.	131⅛	131½	— 3⅞	Pennsylvania Railroad	120,303,250	May 31, '99.	2½	SA	134⅜	134⅜	131	131¼	118	62,532
120½ April 3.	101 May 13.	111	111¼	— 7½	People's Gas, Chicago	28,668,800	Aug. 25, '99.	1½	Q	118⅜	118⅜	109¾	111¼	105½	83,640
3½ April 27.	1 January 10.	2¼	2½	— ¼	Peoria, Decatur & Evansville	8,400,000	.....	..	..	2½	2½	2¼	2½	...	1,000
7 January 10.	4 May 27.	4	5	...	Peoria & Eastern	10,000,000	.....	..	..	5	5	5	5	...	200
88 January 23.	43 May 11.	73	73½	— 1¾	Pittsburg, Cin. Chi. & St. Louis	24,387,100	.....	..	..	75⅛	75⅛	71	73½	...	7,770
100 August 17.	80 February 10.	95	97	— ⅝	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Mch. 20, '99.	1½	..	95	96½	95	96	62½	800
190 August 25.	180 January 10.	189½	...	...	Pittsburg, Fort Wayne & Chicago	19,714,200	July 1, '99.	1¾	Q	190	190	190	190	...	27
61 August 14.	43¾ June 1.	58	58½	— 1¾	Pressed Steel Car Company	12,500,000	.....	..	..	59½	59½	57½	58	...	3,300
91 September 7.	78 May 25.	90¼	90¾	+ ⅛	Pressed Steel Car Company preferred	12,500,000	July 10, '99.	1¾	Q	90	91	89½	90⅝	...	2,245
168 September 7.	156 January 21.	164	165	— ½	Pullman Palace Car Company	54,000,000	Aug. 15, '99.	1½	Q	162	164⅞	160½	164½	189	1,760
4 April 13.	2 August 9.	2	3	..	**Quicksilver**	5,708,700	.....	..	..	2⅛	2⅛	2⅛	2⅛	...	100
25 January 24.	19¾ May 13.	21¼	21½	— ⅜	**Reading**	69,900,000	.....	..	..	22	22¾	21⅛	21½	19	7,420
68½ April 4.	51¾ January 7.	...	56¾	— 4¼	Reading first preferred	28,000,000	.....	..	..	60¼	60¼	56¾	56¾	45¾	46,405
38¼ March 22.	26½ January 7.	31	32	— 2	Reading second preferred	42,000,000	.....	..	..	32½	33	31	31½	22¾	7,070
33⅞ September 6.	22¼ August 26.	27⅞	28	— 2	Republic Iron & Steel	27,352,000	.....	..	..	29⅝	30½	27⅛	28	...	26,631
79 September 5.	72½ September 16.	72¼	73	— 2	Republic Iron & Steel preferred	20,852,000	.....	..	..	76	76	72½	72½	...	5,576
43½ February 3.	25½ January 4.	...	...	..	Rio Grande Western	10,000,000	Sept. 30, '98.	2	..	38½	38½	37½	37½	...	600
83¾ August 31.	66 January 3.	80	81	— 1½	Rio Grande Western preferred	6,500,000	Aug. 1, '99.	1¼	Q	82½	82½	81	81	67½	500
6 January 9.	3¾ June 24.	4½	5½	..	**St. Joseph & Grand Island**	4,600,000	.....	..	..	5½	5½	5½	5½	7¼	100
55 January 7.	38½ May 24.	48	50	— 1¼	St. Joseph & Grand Island first preferred	5,491,000	Aug. 1, '99.	1	SA	50	50	50	50	57	135
17¼ January 9.	9 June 1.	15½	16	...	St. Joseph & Grand Island second preferred	3,500,000	.....	..	..	16	16	16	16	18	200
14⅞ February 1.	8⅝ January 6.	11⅛	11½	— ⅛	St. Louis & San Francisco	26,443,980	.....	..	..	11½	11½	11	11⅛	8	800
75½ January 26.	64 May 13.	69	72	...	St. Louis & San Francisco first preferred	5,000,000	July 6, '99.	2	SA	68⅞	68⅞	68⅞	68⅞	66	16
44⅞ January 31.	33¼ January 5.	35¾	37	+ ¾	St. Louis & San Francisco second preferred	14,335,700	Sept. 2, '99.	1	SA	37	37	36½	36½	32½	350
18¼ August 3.	6¾ January 4.	15	15¼	— ⅜	St. Louis Southwestern	16,500,000	.....	..	..	15	15⅝	14⅝	14¾	...	3,180
40⅜ August 3.	17 January 3.	34⅜	35	— 1⅜	St. Louis Southwestern preferred	20,000,000	.....	..	..	36½	36½	34¼	34½	12	13,275
73⅞ August 26.	36 January 5.	58	65	— 6	St. Paul & Duluth	4,660,200	July 5, '87.	3	..	69	69	64	64	...	330
106 January 23.	98½ January 5.	100	101½	— ⅝	St. Paul & Duluth preferred	4,099,600	Sept. 1, '99.	3½	SA	100¼	100⅛	100¼	100⅜	...	160
44 January 31.	27 May 9.	35¾	36	— ⅞	Southern Pacific	126,527,900	.....	..	..	36⅞	37¾	35¼	36	23	101,245
14 January 16.	10¼ January 5.	12⅝	12½	— ½	Southern Railway	119,900,000	.....	..	..	12½	12⅞	12¼	12¼	9	9,870
55⅝ August 31.	40⅜ January 24.	51⅝	52	— 3½	Southern Railway preferred	60,000,000	Jan. 20, '99.	1	..	52⅞	53½	51⅝	51⅝	34½	18,922
12 January 10.	7 June 1.	6¾	7	— 1¼	Standard Rope & Twine	12,000,000	.....	..	..	8	8	7	7	7¼	2,295
126 September 11.	36 January 9.	117	117½	— 6¼	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	..	123	126	112	117	29¼	60,780
150 August 22.	111 January 4.	...	...	...	Tennessee Coal & Iron preferred	1,000,000	July 15, '93.	1	..	150	150	150	150	...	50
25⅝ March 1.	17¼ January 5.	18½	19½	— 1½	Texas Pacific	38,706,700	.....	..	..	20½	20⅜	19¼	19¼	14⅜	11,700
15½ January 7.	11⅛ September 8.	11¼	11½	+ ⅜	Texas Pacific & Land Trust	10,870,000	.....	..	..	11½	11¼	11½	11½	7¾	200
242 February 27.	166½ January 25.	185	187	— ⅝	Third Avenue	12,000,000	Aug. 31, '99.	1¾	Q	184½	188¾	184½	184⅜	175	800
73 April 17.	38 January 3.	63	65¾	+ ¼	Twin City Rapid Transit	15,010,000	Aug. 15, '99.	1	..	62½	65¾	62½	65¾	...	1,200
45 March 28.	24 June 1.	30¾	31½	— 1	**Union Bag & Paper Company**	16,000,000	.....	..	..	30½	31½	29½	31	...	2,645
89 March 29.	76 May 31.	81¼	*82	— ⅝	Union Bag & Paper Company preferred	11,000,000	July 1, '99.	1¾	Q	83¾	83¾	81¼	81¼	...	1,416
50⅜ February 21.	38¼ June 20.	44⅜	44½	— 1¾	Union Pacific Railway	87,645,500	.....	..	..	46¼	46⅞	44¼	44½	33¾	59,400
84½ January 23.	73 June 1.	76	76¼	— 2	Union Pacific Railway preferred	75,000,000	Apl. 19, '99.	1½	SA	77¾	77⅞	75⅝	76	67	34,575
60 January 11.	48 May 31.	50	55	..	United States Express	10,000,000	May 15, '99.	1½	SA	52	52	52	52	43¾	30
58¼ September 15.	51 September 11.	56½	57½	..	United States Flour Milling Company	3,500,000	.....	..	..	51	58¼	51	57¾	...	19,160
75½ September 15.	70½ September 11.	76½	77½	..	United States Flour Milling Co. preferred	5,000,000	.....	..	..	70½	78½	70½	78	...	14,735
12⅝ September 14.	5¾ June 7.	11⅞	12	+ 1⅛	United States Leather	61,509,900	.....	..	..	10¾	12⅜	10⅝	12	7⅛	115,047
78 April 4.	68 June 1.	78	78½	+ ¼	United States Leather preferred	69,909,900	July 1, '99.	1¼	Q	75¼	77⅞	75½	76	69½	22,400
57 April 5.	42⅝ January 5.	48	50	— 1¼	United States Rubber	23,666,000	July 31, '99.	1	..	49⅛	49½	48	48	45⅞	5,952
121 July 8.	111 January 3.	115	118	— ¼	United States Rubber preferred	23,525,500	July 31, '99.	2	Q	115½	115½	115¼	115¼	104⅞	865
8⅞ January 24.	7¼ June 19.	7⅞	7⅞	— ½	**Wabash**	28,000 000	.....	..	..	7½	7½	7⅜	7⅜	8½	250
25½ April 5.	19 May 24.	21⅝	22	— ⅞	Wabash preferred	24,000,000	.....	..	..	22	22¼	21½	21⅝	22⅞	3,865
192 September 8.	181 July 17.	192	195	...	Wagner Palace Car Company	20,000,000	.....	..	..	192	192	192	192	...	210
135½ September 6.	*123 February 10.	132	136	— ½	Wells-Fargo Express	8,000,000	July 15, '99.	3	SA	135	135	135	135	120	210
98¼ January 24.	87¼ June 1.	88⅝	89½	— ⅝	Western Union Telegraph	97,370,000	July 15, '99.	1¼	Q	88⅜	89¾	88½	88¾	93½	6,678
13 August 31.	8¾ June 1.	11⅜	11½	— ¾	Wheeling & Lake Erie	15,000,000	.....	..	..	12⅝	12⅞	10⅞	11½	...	15,810
64 January 30.	50 June 2.	55	58	...	Wheeling & Lake Erie first preferred	2,500,000	.....	..	..	58

Bond Transactions New York Stock Exchange Week Ending Sept. 16, 1899.

BONDS.

Sales Week Ended Sept. 16.$10,699,800

	Week Ending Sept. 16. First.	High.	Low.	Last.	Sales.
Adams Express 4s	104	104	103⅞	103⅞	6½
Ann Arbor 4s	95½	95½	94¾	94¾	7
Atchison, Topeka & Santa Fé gen. 4s	102⅛	102½	102	102⅜	237
Atchison, T. & S. F. adjustment 4s	88¼	88¼	86¾	86⅛	506½
Austin & Northwest 1st	96	96¼	96	96⅛	47
Baltimore & Ohio 3½s	96	96	95½	96	374
Baltimore & Ohio 4s	100	100⅛	99¾	100	370
Brooklyn Rapid Transit 5s	113¼	113¼	113¼	113¼	3
Brooklyn Union Elevated 1st 5s	99	99	99	99	25
Brooklyn Wharf & Warehouse 6s	85	85	84	84	9
Buffalo, Rochester & Pittsburg general 5s	107	107	107	107	5
Burlington, Cedar Rapids & Nor. coll. tr. 5s	117½	117½	117½	117½	10
Canada Southern 1st 5s	108½	108½	108½	108½	1
Canada Southern 2d 5s	109½	109½	109½	109½	1
Central of Georgia consol. 5s	97	97½	96½	96¾	108
Central Georgia 1st incomes	40	40	39½	40	32
Central of Georgia 2d incomes	11⅞	11⅞	11⅞	11⅞	2
Central of Georgia 1st 5s	119	119	119	119	3
Central of New Jersey gen. 5s, coupon	120	120	120	120	16
Central Pacific 1st, when issued	99⅞	100	99⅞	100	11
Chesapeake & Ohio 4½s	95⅞	96	95½	95½	180
Ches. & Ohio, Rich. & Alle. 1st 4s	104	104	104	104	1
Chesapeake & Ohio con. 5s	118½	118½	118	118	2
Chicago, Burlington & Quincy consol. 5s	114	114	113	114	36
Chicago, Burlington & Quincy, Neb. ext. 4s	113¾	113¾	113⅝	113¾	27
Chi., Burlington & Quincy, Iowa Div. 4s	106⅝	106⅝	106⅝	106⅝	5
Chi., Burlington & Quincy, Iowa Div. 5s	118⅝	118⅝	118⅝	118⅞	1
Chicago & Erie 1st 5s	116¾	116¾	116½	116½	4
Chi., Ind. & Louis. refunding 6s	108	108	108	108	3
Chi., Mil. & St. Paul gen. 4s, Series A	111¼	111¼	111¼	111¼	5
Chi., M. & St. P., Lacrosse & Davenport 5s	120¼	120¼	120¼	120¼	5
Chi., M. & St. P., Wis. & Minn. Div. 5s	120½	120½	120⅛	120⅛	7
Chi., Mil. & St. P., Southern Minn. Div. 6s	122	122	120	120	3
Chi., Mil. & St. Paul con. 7s	174½	174½	173½	173½	11
Chicago & Northwestern consol. 7s	145	145	145	145	2
Chicago & Northwestern deb. 5s, 1909	110	110	110	110	3
Chicago & Northwestern sinking fund 5s	109	109	109	109	1
Chicago & Northwestern gold 7s, coupon	112	112	112	112	2
Chicago, Rock Island & Pacific general 4s	106¾	106¾	106¼	106⅝	72
Chi., St. Paul, Minn. & Omaha cons. 6s	138	138	138	138	2
Chicago Terminal Transfer 4s	98½	98½	96	96	6
Cleveland, Cin., Chi. & St. L. gen. 4s	95	95	92	93	28
C., C., C. & St. L., St. Louis Div. 4s	103¾	103¾	103¾	103¾	1
Cleveland & Pittsburg sinking fund 4½s	105¼	105¼	105¼	105¼	5
Colorado Fuel & Iron gen. s. f. 5s	95¾	97	95¾	97	51
Colorado Midland 2-4s	64¾	65¾	64⅝	65	208
Colorado Midland 1st 4s	72	72	72	72	5
Colorado Southern 4s	86	86	85	85½	80½
Denver & Rio Grande Imp. 5s	104¾	104¾	104¾	104¾	5
Denver & Rio Grande consol 4s	100	100	99¾	99¾	27
Detroit City Gas 5s	100¼	100¼	99	100	18
Detroit, Mackinac & Marquette land grant	19	19	18	18	29
East Tenn., Va. & Ga. 1st con. 5s	119	119	117	117	11
Edison Elec. Ill. of N. Y. 1st 5s	110⅛	110⅛	110⅛	110⅛	5
Edison Elec. Ill. of N. Y. consol. 5s	124	124	124	124	5
Erie prior lien 4s	91½	91½	91	91	52
Erie general lien 4s	72¼	72¼	71	71½	64
Erie 1st consol. 7s	141½	141½	141½	141½	3
Evansville & Terre Haute gen. 5s	105⅞	107½	105⅞	107	132
Evansville & Terre Haute 1st 6s	124½	125¼	124½	125	8
Flint & Pere Marquette 1st con. 5s	106	106	105	105	5
Gal., Har. & San An., Mex. & Pac. 5s	103	103¾	103	103⅜	42
Green Bay & Western deb., B	6	6½	5½	6	63
Hocking Valley 4½s	101½	101½	101	101	40
Houston & Texas Central gen. 4s	88	88¼	88	88	21
Houston, East & West Texas 5s	103	103	103	103	1
Illinois Central, Louisville Div. 3½s	102	103	102	102¾	45
International & Great Northern 2d 5s	93½	93½	93½	93½	1
Iowa Central 1st 5s	116	116	116	116	3
Kansas City, Pitts. & Gulf 1st 5s	72	72	71	71⅝	361
Kansas City & Pacific 1st 4s	78	78	78	78	2
Kentucky Central 1st 4s	99	99	99	99	2
Knickerbocker Ice 1st 5s	98	98	98	98	5
Laclede Gas 1st 5s	110	110½	110	110½	3
Lake Erie & Western 1st 5s	120½	120½	120¼	120¼	9
Lake Erie & Western 2d 5s	114	114	114	114	11
Lake Shore & Michigan Southern 3½s	109½	109½	109½	109½	6
Lake Shore & Michigan Southern 1st 7s	103¾	103¾	103¾	103¾	5
Lake Shore 2d 7s, registered	114⅛	114⅛	114⅛	114⅛	6
Lehigh & Wilkesbarre consol. 7s, assented	100	100	100	100	5
Lehigh Valley of New York 4½s	110½	111	110½	111	4
Long Dock 6s	142	142	142	142	1
Long Island general mortgage 4s	99	99	99	99	1
Louis., Ev. & St. L. consol. 5s, tr. r	60	60	60	60	2
Louisville & Nashville collateral trust 4s	100¼	100¼	99⅞	99⅞	30
Louisville & Nashville unified gold 4s	99½	100	99½	99¾	5
Manhattan Consolidated 4s	108½	109½	108½	109½	8
Metropolitan Street Railway gen. 5s	120½	120½	120	120⅛	4
Metropolitan West Side El., Chicago, 4s	96½	96½	96	96	25
Mexican Central consol. 4s	74	78	74	77¾	21
Mexican Central 1st income	26⅜	29¼	25½	27½	1,432
Mexican Central 2d income	13⅛	14½	12	14¼	866
Mexican International consol. 4s	86⅛	86½	85⅞	86½	58
Mexican National 1st 6s	100	100	100	100	2
Midland of New Jersey 1st 6s	120	120	120	120	½
Milwaukee, Lake Shore & Western 1st 6s	140	140	140	140	1
Minnapolis & St. Louis con. 6s	116½	116¾	116½	116½	4
Minneapolis & St. Louis 1st and ref. 4s	97½	97½	97	97¼	19
Minneapolis Street Railway 1st 5s	110½	110½	110¼	110¼	30
Missouri, Kansas & Eastern 1st 5s	107	107	105¾	105¾	8
Missouri, Kansas & Texas 1st 4s	94¼	94⅜	93⅞	93⅞	122½
Missouri, Kansas & Texas 2d 4s	71⅝	71⅝	70	71	347
Missouri, Kansas & Texas ext. 5s	95	95	95	95	11
Missouri Pacific collateral 5s	95	96	95	95¾	97
Missouri Pacific consol. 6s	118	118½	118	118½	23
Missouri Pacific trust 5s	98½	98½	97	97½	47
Missouri Pacific 3d 7s	116	116	116	116	2
Mobile & Ohio general 4s	86¾	87½	86¾	87½	43
Morris & Essex 1st 7s	141⅞	141⅞	141⅞	141⅞	1
Nash., Chat. & St. Louis 1st 7s	130	130	130	130	5
Nash., Chat. & St. Louis 2d 6s	101	101	101	101	5
National Starch Mfg. Co. 1st 6s	101½	101½	100½	101	5
New York Central general mortgage 3½s	110½	110⅝	110½	110½	3
New York Central, Lake Shore collat. 3½s	99⅞	100	99⅞	99⅞	29
N. Y. Central, Lake Shore collat, 3½s, reg	99½	100	99¼	100	13
New York Central extended 4s	106⅝	106⅝	106⅝	106⅝	2
N. Y., N. H. & H. 4s con. deb. certfs	189	189	188½	188½	9
N. Y., Lack & West. construction mtge	122	122	122	122	2
New York, Ontario & Western refdg. 4s	104¼	104½	104	104¼	9
New York, Sus. & Western 1st refdg. 5s	110	111	110	111	2
New York, Sus. & Western gen. 5s	97	97	96	97	26
Norfolk & Western consol. 4s	95¼	95½	94¼	94½	130
Northern Ohio 1st 5s	106	106	106	106	10
Northern Pacific general lien 3s	66¾	66¾	66	66⅝	168
Northern Pacific prior lien 4s	103	103⅝	103	103⅝	213½
Northern Pacific prior lien 4s, registered	103½	103½	103½	103½	1
Northern Pacific Terminal 6s	118	118	118	118	10
Oregon Railroad & Navigation 4s	102½	103	102½	102⅝	71
Oregon Railway & Navigation 1st 6s	115	115	115	115	3
Oregon Short Line 6s	128	128	128	128	3
Oregon Short Line consolidated 5s	114	115	113½	113¾	14
Oregon Short Line Income A	103	103	102½	103	82
Oregon Short Line Income B	78½	79¾	78	79¾	170
Pacific Coast 1st 5s	104	104¾	104	104¾	34
Peoria & Eastern 1st	86	86	85½	85½	18
Peoria & Eastern income	28	28	17	20	58
Pitts., Cin., Chi. & St. L. 4½s, Series B	117½	117½	117½	117½	4
Pittsburg & Western 1st 4s, tr. rects	99½	99½	99¼	99¼	65
Pitts., Ft. Wayne & Chicago 1st 7s	140	140	140	140	1½
Reading general 4s	87½	87½	86¾	87¾	225
Rio Grande Western 4s	98¾	98¾	98	98	21
Rome, Watertown & Ogdensburg consol. 5s	128¾	128¾	128¼	128½	5
Rochester & Pittsburg consol. 6s	129	129	129	129	3
St. Louis & Iron Mountain gen. 5s	113½	113¾	112¾	113	156
St. Louis, Iron Mountain & Southern 4s	83½	83¾	82¾	83¼	120
St. Louis & San Francisco 4s	84½	85½	84½	85½	6
St. Louis & San Francisco gen. 6s	124½	124¾	124½	124½	19
St. Louis & San Fran. 2d 6s, Class B	114½	114½	114⅝	114½	5
St. Louis & San Francisco general 6s	109¾	109¾	109½	109½	21
St. Louis Southwestern 1st 4s	93¾	94½	93¾	93¾	130
St. Louis Southwestern 2d income	65	65½	64	64	308
St. Paul City Railway Cable con. 5s	111	111	111	111	20
St. Paul & Duluth 2d 5s	113¾	113¾	113¾	113¾	1
St. Paul, Minn. & Man. consol. 4½s	116	116	116	116	17
St. Paul, Minn. & Man. 2d 6s	121½	121½	121½	121½	3
St. Paul, Minn. & Man., Montana ext. 4s	103	103	103	103	5
St. Paul & Sioux City 1st 6s	132½	132½	132	132	7
San Antonio & Aransas Pass 4s	70½	70½	70½	70¼	10
Scioto Valley & New England 4s	101	101	101	101	3
Santa Fé, Prescott & Phœnix 1st 5s	106¼	106¼	106¼	106¼	10
Southern Pacific col. tr. 5s	94⅜	94⅝	94	94⅜	447
Southern Pacific of Cal. con. 6s, guaranteed	107	107	107	107	1
Southern Pacific of Arizona 1st 6s	114	114½	114	114¼	47
Southern Railway 5s	109½	109½	109	109¼	45
Standard Rope & Twine 6s	83½	84	83½	84	3
Standard Rope & Twine income	22¼	22¾	20½	20½	114
Tenn. Coal & Iron 1st, Birm. Div. 6s	119	119	119	119	5
Tenn. Coal & Iron, De Bardeleben 6s	109	109	108	108	30
Texas & New Orleans consol. 5s	103¼	103½	102⅞	103½	38
Texas Pacific 1st 5s	115¼	115¼	114½	115	64
Ulster & Delaware 1st 5s	105¾	106	105¾	106	10
Union Pacific new 4s	105	105	104	104¼	395½
Virginia Midland gen. 5s	114	114	114	114	1
Wabash 1st 5s	115½	116	115½	115¾	22
Wabash 1st, Detroit & Chicago ext	109	109	109	109	1
Wabash 2d 5s	100	100¾	99¼	100½	29
Wabash debenture, Series A	76	76	76	76	5
Wabash debenture, Series B	37	37	35½	36	194
West. New York & Pennsylvania gen 3-4s	69½	70	69	70	35
West. New York & Pennsylvania 1st 5s	113½	113½	113	113	7
West Shore gtd. 4s	113	113¼	113	113	51
West Shore gtd 4s, reg	112	112	112	112	12½
Western Union deb. 7s, '75, registered	103¼	103¼	103¼	103¼	5
Western Union col. tr. 5s	115	115	115	115	10
Wilkesbarre & Eastern 1st 5s	106½	106½	106½	106½	1
Wisconsin Central 1st 5s, trust receipts	77	77	77	77	19
Wisconsin Central 1st 4s, when issued	93¾	94	93½	93⅜	125

Total sales.....$10,634,500

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ended Sept. 16, 1899.

	First.	High.	Low.	Last.	Sales.
United States 4s, 1907, registered	111½	111½	111½	111½	4½
United States 4s, 1907, coupon	113¾	113¾	113½	113½	15½
United States 4s, 1925, coupon	130½	130½	130½	130½	8
United States 3s, registered	108⅞	108⅞	108⅞	108⅞	1
United States 3s, coupon	108¾	108¾	108⅝	108¾	14½
United States 3s, coupon, small	108⅞	108⅞	108⅞	108⅞	*3

Total sales.....$44,300

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ended Sept. 16, 1899.

	First.	High.	Low.	Last.	Sales.
Virginia Funded Debt, 2-3s of 1991	87½	87½	87½	87½	21

Total sales.....$21,000
Grand total.....$10,699,800
*In $100.

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1899.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	101½	July 7	99	Feb. 8	101½	July 15
United States 4s, 1907, registered	114	June 20	111	Mar. 2	111½	Sept. 12
United States 4s, 1907, coupon	114½	June 23	112½	Jan. 3	113½	Sept. 15
United States 4s, 1925, registered	130⅝	May 24	128	Feb. 14	130¼	July 10
United States 4s, 1925, coupon	131	June 2	128	Feb. 10	130½	Sept. 11
United States 5s, registered	113½	Apr. 8	111½	Aug. 3	112	Sept. 7
United States 5s, 1904, coupon	113½	Apr. 3	111½	Aug. 31	111⅝	Aug. 31
United States 3s, 10-20, 1918, coupon	109½	May 31	106¾	Feb. 23	108¾	Sept. 15
United States 3s, 10-20, 1918, small	109½	July 11	106½	Jan. 5	108⅞	Sept. 15
United States 3s, 10-20, 1918, reg	109⅝	June 5	106½	Jan. 4	108⅞	Sept. 15

Last sales in 1898 of Government bonds not yet dealt in on the Stock Exchange this year:

U. S. currency 6s, 1899.....102½ Oct. 17 | District of Columbia 3-65s....118 Nov. 28

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1899.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	113	June 1	109½	Aug. 31	109¾	Sept. 1
Louisiana consolidated 4s	110	Apr. 24	108¾	Jan. 30	110	Apr. 28
Louisiana consolidated 4s, small	109½	Feb. 27	109½	Feb. 27	109½	Feb. 27
North Carolina consolidated 4s	108	June 30	96¼	Jan. 13	97	July 12
Tennessee settlement 3s	99	June 30	96¼	Jan. 13	99	June 30
Tennessee settlement 3s, small	96	Jan. 20	95	Jan. 20	95	Aug. 30
Virginia deferred 6s, trust receipts	9	Mar. 5	6	Mar. 4	6	July 18
Virginia funded debt 2-3s, 1991	87¾	Sept. 1	82½	Jan. 3	87½	Sept. 16

Last sales in 1898 of State bonds not yet dealt in on the Stock Exchange this year:

Alabama, Class A, small.....105 Aug. 10 | Alabama, Class C.....104 Nov. 30
Alabama, Class B.....108 Sept. 26 | North Carolina 6s, 1918.....128 Feb. 23

TREASURY STATEMENT.

WASHINGTON, Sept. 16.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 16th day of September, 1899:

CASH IN THE TREASURY.

Gold coin	$210,604,536.42		
Gold bullion	129,703,297.52		
		$340,307,833.94	
Outstanding gold certificates	$108,898,419.00		
Less gold certificates in Treasury	24,853,560.00		
		84,044,859.00	
			*$256,262,974.94
Standard silver dollars		$406,679,961.00	
Outstanding silver certificates	$406,388,504.00		
Less silver certificates in Treasury	3,396,852.00		
		402,991,652.00	
			3,688,309.00
Silver bullion			746,273.02
Standard silver dollars of 1890	$8,544,510.00		
Silver bullion of 1890, (cost)	83,259,770.00		
		$91,804,280.00	
Less outstanding Treasury notes		91,804,280.00	
		$38,891,608.00	
United States notes			
Outstanding currency certificates	$19,830,000.00		
Less currency certificates in Treasury	3,050,000.00		
		16,780,000.00	
			17,111,608.00
Treasury notes of 1890	$868,728.00		
National bank notes	4,155,589.60		
Fractional silver coin	3,808,886.92		
Fractional currency	63.49		
Minor coin	176,106.64		
Deposits in National banks	80,826,214.21		
Bonds and interest paid	654,510.87		
		$90,490,097.32	
Less National bank 5 per cent. fund	$9,428,027.00		
Outstanding checks and drafts	5,200,068.29		
Disbursing officers' balances	62,794,653.33		
Post Office Department account	4,579,117.87		
Miscellaneous items	2,001,798.89		
		84,003,665.38	
			6,486,431.94
Available cash balance, including gold reserve			$284,295,591.90

RECEIPTS.	This Day.	This Month.	This Fiscal Y'r
Customs	$638,901.10	$10,552,388.80	$48,070,540.33
Internal revenue	625,256.95	12,488,522.97	64,997,937.98
Miscellaneous	13,364.06	986,196.14	8,920,861.13
Total receipts	$1,277,522.11	$23,956,907.91	$121,989,339.44
EXPENDITURES.			
Civil and miscellaneous	60,000.00	3,770,000.00	24,837,041.15
War	295,000.00	4,620,000.00	40,872,420.57
Navy	290,000.00	3,013,000.00	12,701,210.65
Indians		585,000.00	2,423,470.16
Pensions	630,000.00	8,035,000.00	34,157,049.64
Interest	50,000.00	500,000.00	9,654,209.26
Total expenditures	$1,475,000.00	$22,523,000.00	$124,695,402.23
Excess of expenditures over receipts	197,477.89	71,516,907.91	2,677,062.79
Receipts last year—			
Customs	681,963.92	9,030,611.30	40,448,031.98
Internal revenue	812,007.25	11,225,289.48	61,411,221.73
Receipts from all sources last year	1,457,353.09	21,021,145.61	103,650,941.49
Expenditures last year	2,619,000.00	26,939,000.00	154,483,198.51
NATIONAL BANK FUND.			
Deposits under act July 14, 1890	15,780.00	989,780.00	3,218,880.00
Redemptions under act July 14, 1890	15,780.00	473,450.00	2,754,808.50

REDEMPTION OF NOTES.	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$338,819,988.00	$101,166,145.00	$439,986,033.00
This fiscal year	3,368,322.00	1,675,453.00	5,021,775.00
This month	398,671.00	302,084.00	700,755.00
This day	6,937.00	22,411.00	29,348.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882. †Excess of receipts over expenditures.

Complete Bond Quotation List, New York Stock Exchange, Week Ending Sept. 16, 1899.

	Range for Year 1899. Highest.		Lowest.		Last Sale.		Bid.	Ask'd.
Alabama Midland 1st gtd. g., 1928.	102½	Jun 15	96	Feb 15	101	June 19	98½	..
Ann Arbor 1st g. 4s, 1995	96¾	Jul 13	87¾	May 10	94¾	Sept 12	..	..
Atch., Top. & S. F. gen. g. 4s, 1995	103¾	May 31	90¾	Apr 7	102⅝	Sept 16	102¼	102½
Do., registered	102¼	Jan 29	100	Jan 20	101	Mar 29	..	..
Do., adjustment g. 4s, 1995	85½	Aug 31	78	Jan 6	86¼	Sept 16	85½	86
Do., do., registered	83½	Feb 4	83	Feb 20	83	Feb 20	..	..
Atl. Av. of Brooklyn imp. g. 5s, 1934	110	Jan 20	108	Jan 9	110	Jan 20	..	..
Atlantic & Danville 1st g. 5s, 1950	102	May 19	100½	Jan 19	100¾	Aug 11	101	..
Baltimore & Ohio—								
Balt. & Ohio prior lien g. 3½s, 1925	103¾	May 20	95⅞	Aug 8	96	Sept 16	95½	96
Do., mtge. gold 4s, 1948	102¼	May 25	90¾	Sep 12	100	Sept 16	90½	100
Balt. Belt 1st g. 5s, int. gtd., 1990	106¼	Mar 8	106¼	Mar 8	106¾	Mar 8	..	..
West Va. & Pitts. 1st g. 5s, 1990	..	..	..	..	105¾	Oct., 95	..	..
Monongs. River 1st gtd. g. 5s, 1919	..	..	..	..	104½	July, 92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	112	Feb 15	108¼	Jan 11	111	June 5	..	..
Ak. & Chi. Junc. 1st gtd.int.g.5s, 1930	115	Jan 19	115	Jan 19	115	Jan 19	..	..
Col. & Cin. Mid. 1st ext. 4½s, 1939	85	Jan 19	85	Jan 19	85	Jan 19	..	..
Pitts. & Connellsv. 1st g. 4s, 1948	..	..	..	..	107¼	Jul 28,98	..	..
B. & O. S.W. RR. 1st gtd. g.4½s, 1990	111	Feb 3	107¾	Jan 12	108	Mar 13	..	..
Do., 1st consolidated g. 4½s, 1908	94	Jan 23	93⅞	Jan 23	94	Jan 23	..	..
Do., do., trust receipts	94	Jan 27	94	Jan 27	94	Jan 27	..	..
Do., 1st inc. g. 5s, Series A, 2043	32½	Jan 11	32	Jan 11	32½	Jan 11	..	..
Do., Do., Series B, 2043	13¼	Jan 26	10¾	Jan 16	12	Feb 23	..	..
Do., do., trust certificates	11¾	Feb 10	11½	Feb 10	11½	Feb 10	..	..
Ohio & Mississippi 2d con. 7s, 1911	130½	Jan 30	123	Apr 11	128½	May 22	..	..
Do., do., trust certificates	128¾	May 24	126	Mar 15	128	June 3	..	..
Do., 1st Springfield Div. 7s, 1905	106	Jan 30	103	Mar 17	103¼	Aug 2	..	..
Do., do., trust certificates	105	Apr 28	102½	Feb 25	105	June 5	..	..
Do., 1st con. 4s, 1947	112	Jan 30	108¼	Jan 6	112	Jan 30	..	..
Do., 1st gen. 5s, 1932	89	Feb 4	89	Feb 4	89	Feb 4	..	..
Brooklyn Rapid Transit g. 5s, 1945	115½	Jul 14	102¼	May 13	113¼	Sept 15	113	115
Brooklyn City 1st consol. 5s, 1941	117¼	Apr 5	117½	Apr 5	117½	Apr 5	..	..
Bkyn.Q.Co. & S.1st con.gtd.g.5s,1941	108½	Apr 20	105¾	Jan 4	107	Aug 31	106	107½
Brooklyn Union El. 1st g. 4-5s, 1950	104½	Jul 8	99	Sep 16	99	Sept 16	98	99
Brunswick & Western 1st g. 4s, 1938	..	..	..	..	74	Sept., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	111	Feb 20	107	Sep 11	107	Sept 11	107	108
Roch. & Pitts. 1st g. 6s, 1921	129	Jun 28	127¼	Mar 15	129	Sept 1	126¼	..
Do., con. 1st g. 6s, 1922	130½	Jul 6	129	May 15	129	Sept 12	127½	130
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	..	..	..	103	Ap 14, 97	127	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	..	..	..	100	Feb., 96	..	..
Buff., St. Mary's & Southwest. 5s, 1927	105	Feb 17	101½	Feb 8	105	May 12	..	..
Burr., Cedar Rap. & Nor. 1st 5s, 1906	109¼	May 15	106	Jun 10	109	Sept 8	109	110
Do., con. 1st and col. tr. g. 5s, 1934	117¼	May 19	111	Jan 7	117½	Sept 13	116¾	..
Do., do., registered	110½	Feb 4	110½	Feb 4	110¼	Feb 4	..	..
Minn. & St. L. 1st gtd. g. 7s, 1927	..	..	..	..	140	Feb 14,97	..	..
C. R., I. Falls & N. W. 1st g. 5s, 1921	105	Jan 6	105	Jan 6	105	Jan 6	..	..
Canada South. 1st, int. gtd. 5s, 1908	111¼	Jun 12	108	Jul 5	108½	Sept 14	108½	..
Do., 2d 5s, 1913	112	Feb 24	109	Mar 6	109½	Sept 14	..	..
Do., do., registered	..	..	..	..	106	Ja 30, 97	..	..
Central Br. Union Pac. 1st g. 4s, 1948	93¾	Jan 31	89	Jul 25	89	July 25	..	..
Cen. RR. & Bkg.Co. of Ga.col.g.5s,1937	96	Apr 26	95	Jan 18	96	Apr 26	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	120	Jun 29	116½	Mar 28	119	Sept 15	118	..
Do., con. g. 5s, 1945	100¼	Apr 29	91⅞	Jan 31	96¾	Sept 15	96½	97
Do., 1st pf. inc. g. 5s, 1945	44¼	Feb 23	38	Feb 8	40	Sept 15	39½	40
Do., 2d pf. inc. g. 5s, 1945	15	Feb 20	11	Apr 10	11⅞	Sept 15	12	13
Do., 3d pf. inc. g. 5s, 1945	7¼	Feb 27	6	May 31	6¼	Aug 17	5	8
Do., Macon & Nor.Div. 1st g.5s,1946	..	..	..	..	95	De 23, 98	..	..
Do., Middle Ga. & Atl. 5s, 1947	102	Jun 29	102	Jun 29	102	June 29	..	..
Do., Mobile Div. 1st g. 5s, 1946	..	..	..	..	99	Jul 6, 98	..	..
Cent. of N. J. 1st conv 7s, 1902	112	Jan 11	109½	May 3	110	June 6	..	..
Do., conv. deb. 6s, 1908	112¾	Mar 20	112½	Mar 20	112½	Mar 20	108	..
Do., gen. g. 5s, 1987	122½	Jun 24	113¼	Jan 4	120	Sept 16	119½	120½
Do., do., registered	121½	Jul 22	112½	Jan 7	118	Sept 7	..	..
Lehigh & Wilkes. Coal con.as.7s,1900	102½	Apr 1	98⅜	Sep 7	100	Sept 12	..	..
Do., 5s, 1912	100	May 6	87¾	Jan 11	100	May 6	..	..
Am. Dock & Imp. Co. 5s, 1921	116¼	Jul 11	114	Apr 27	116¼	Aug 2	116	..
N. J. Southern int. gtd. 6s, 1899	..	..	..	..	104	No 13,97	..	..
Cen. Pac. ext. g. 5s, Ser. A,B,C,D,1898	..	..	..	..	103	Feb 24,98	..	..
Do., ext. g. 5s, Series E, 1898	..	..	..	..	102	Feb 21,98	..	..
Do., ext. g. 5s, 1899, Speyer certs.	109	Jun 6	103¼	Mar 20	106⅞	Aug 7	..	..
Do., ext. g. 5s, 1901, Speyer certs.	107½	Feb 24	103	Mar 20	103½	Mar 23	..	..
Do., Speyer & Co's cts. dep. E, 1900	..	..	..	..	103	Oct 20,98	..	..
Do., San Joaquin Br. g. 6s, 1900	108¼	Mar 11	105¼	Feb 23	108¼	Mar 29	..	..
Do., do., Speyer certificates	113¼	Jun 15	111½	Sep 1	111¼	Sept 1	..	..
Do., gtd. g. 5s, 1939, Speyer certs.	125⅞	May 27	112¼	Feb 16	123⅛	July 20	..	..
Do., land grant g. 5s, 1900	110¼	Mar 14	107	Apr 10	107	Apr 10	..	..
Do., do., Speyer certificates	112	Apr 19	112	Apr 19	112	Apr 19	..	..
Do., C. & O. Div. ext. g. 5s, 1918	122¼	May 27	120¼	May 19	122¼	May 27	..	..
Do., do., Speyer certificates	121⅝	Jun 19	121⅜	Jun 19	121⅜	June 28	..	..
Western Pacific g. 6s, 1899	105	Mar 10	103	Jan 19	104½	Apr 5	..	..
Do., do., Speyer certificates	100½	Jun 2	105½	Apr 15	108⅜	July 7	..	..
North. R. of Cal. 1st gtd. g. 6s, 1907	..	..	..	..	98	Au 6, 97	..	..
Do., gtd. g. 5s, 1938	106	Aug 23	106	Aug 23	106	Aug 23	..	..
Ches. & Ohio g. 6s, Series A, 1908	119½	Jun 14	117	Apr 14	119½	June 14	..	..
Do., g. 6s, 1911	123	Aug 2	118½	Mar 2	121⅜	Aug 30	..	..
Do., 1st con. g. 5s, 1939	121	Apr 25	117¼	Jan 3	118	Sept 12	118½	..
Do., do., registered	118¼	Mar 15	117	Jun 2	117	June 2	..	..
Do., gen. g. 4½s, 1992	97⅜	Jul 25	90¾	Jan 4	95½	Sept 16	95½	96
Do., do., registered	97⅞	Aug 30	92½	Jan 18	97⅜	Aug 30	..	..
Do., R. & A. Div. 1st con. g. 4s, 1989	108	Jun 27	104	Jul 21	104	Sept 14	104	107
Do., do., 2d con. g. 4s, 1989	100	Jun 19	100	Jun 19	100	June 19	100	..
Do., Craig Valley 1st g. 5s, 1940	..	..	..	..	95½	My 27,98	99	..
Warm Springs Valley 5s, 1941	101¼	Apr 29	101	Apr 26	101¼	Aug 28	111	..
Eliz., Lex. & Big Sandy gtd.g.5s,1902	104	Feb 7	101⅝	Apr 7	102¾	Aug 14	101	102
Chi. & Alton sinking fund g. 6s, 1903	110¾	Apr 19	108	May 5	109	June 12	108	..
Louisiana & Mo. River 1st 7s, 1900	107½	Jan 6	104	Feb 1	104	Feb 1	..	..
Do., 2d 7s, 1900	106⅞	Feb 24	106⅞	Feb 24	106¾	Feb 24	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	..	..	..	105½	Oct., 95	..	..
Chi., Bur. & Quincy con. 7s, 1903	117¾	Jun 29	113	Sep 14	114	Sept 15	113¾	114¼
Do., sinking fund 5s, 1901	105	Mar 16	104⅝	Feb 15	105	Mar 16	..	..
Do., debenture 5s, 1913	113	Apr 24	109¼	May 10	111½	Aug 11	..	112¼
Do., convertible 5s, 1903	151¼	Feb 18	125½	Jan 6	135¼	Sept 7	..	..
Do., Iowa sinking fund 5s, 1919	118⅝	Sep 14	115⅜	May 1	118⅝	Sept 14	118⅝	..
Do., do., do., 4s, 1919	107	Jul 26	105	Feb 27	106⅜	Sept 11	106⅜	..
Do., Denver Div. 4s, 1922	105	May 26	101⅛	Jan 26	102⅜	Aug 30	103	..
Do., 4s, 1921	103	Feb 3	100	Apr 11	100	Apr 11	..	..
Do., Chi. & Iowa Div. 5s, 1905	105	Aug 9	105	Aug 9	105	Aug 9	..	..
Do., Nebraska extension 4s, 1927	113⅞	Aug 8	105¾	Jan 3	113¾	Sept 16	113¾	..
Do., do., registered	111⅛	Jun 2	111⅛	Jun 2	111⅛	June 2	..	..
Hannibal & St. Joseph con. 6s, 1911	124	Jul 6	120	Mar 13	124	July 6	..	..
Chi., Bur. & Northern 1st 5s, 1926	108	Mar 24	105⅜	Apr 27	106¾	Aug 25	106⅜	..
Chi. & East. Ill. 1st sk. fd. cur. 6s, 1907	116½	Apr 3	114	Jul 5	114½	Aug 5	..	..
Do., 1st con. g. 6s, 1934	139½	Sep 5	134	Jun 3	139½	Sept 5	138	..
Do., gen. con. 1st 5s, 1937	117½	Jun 13	109½	Jan 16	116¾	Sept 8	114	..
Do., do., registered	..	..	..	..	103½	No 18,98	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	107	Feb 23	107	Feb 23	107	Aug 12	100	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	118½	Jun 9	114½	Jan 17	116	Sept 5	114	116
Chi., Ind. & Louisv. refdg. g. 5s, 1947	108½	May 17	92	Jan 10	100	Aug 29	..	..
Do., refunding g. 6s, 1947	119½	Jun 9	104	Jan 4	108	Sept 11	..	..
Chicago, Milwaukee & St. Paul—								
Mil. & St. P. 1st 7s, $ gold, R.D.,1902	173	Sep 5	160⅝	Jan 7	173	Sept 5	173	174½
Do., 1st Iowa & L. 7s, 1899	168¼	Apr 10	163¼	Feb 16	168¼	Apr 10	173	174½
Do., 1st C. & M. 7s, 1903	170	Aug 4	160½	Jan 10	170	Aug 4	173	174½
Chi., Mil. & St. Paul con. 7s, 1905	174½	Sep 11	160	Jan 3	173½	Sept 12	173	174½
Do., 1st I. & D. ext. 7s, 1908	171	Jun 17	161	Jan 11	170	July 6	173	174½
Do., 1st Southwest. Div. 6s, 1909	122¼	Jun 8	112⅜	May 13	120	Aug 29	..	121
Do., 1st LaC. & Dav. 5s, 1919	120¼	Sep 11	120	Aug 2	120	Sept 13	..	..
Do., 1st So. Minn. Div. 6s, 1910	123⅛	May 12	118¼	Jan 11	122	Sept 12	..	..
Do., 1st H. & D. Div. 7s, 1910	132⅛	May 25	129	Jan 19	129½	Aug 14	..	132
Do., do., 5s, 1910	..	..	..	..	103½	Dec 7, 98	..	..
Do., Chi. & Pac. Div. 6s, 1910	123	May 2	121¼	Feb 24	123	May 2	..	..
Do., 1st C. & Pac. W. g. 5s, 1921	124	May 26	118¾	Jan 3	121¾	Sept 6	..	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	125⅜	Jun 16	118¼	Jan 19	122½	Aug 23	..	..
Do., Mineral Point Div. 5s, 1910	112½	Apr 18	110	Mar 14	112	Aug 3	112¼	..
Do., C. & Lake Sup. Div. g. 5s, 1921	122½	Jun 1	122½	Jun 1	122½	June 1	..	..
Do., Wis. & Min. Div. g. 5s, 1921	123	Jun 19	119	Apr 8	120¼	Sept 13	..	..
Do., terminal g. 5s, 1914	118¼	May 18	115	Feb 6	118¼	May 18	..	..
Do., Far. & So. assu. g. 6s, 1924	137½	Jul 18	137½	Jul 18	137½	July 18	..	..
Do., con. sinking fund 5s, 1916	..	..	..	..	106¾	Jul 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	118½	May 12	112½	Feb 9	115¼	July 17	..	..
Do., gen. g. 4s, Series A, 1989	114⅞	May 4	108⅝	Jan 11	111¼	Sept 11	..	..
Do., do., registered	..	..	..	..	105½	Feb 13,98	..	..
Mil. & North. 1st, main line 6s, 1910	121	Jun 10	121	Jun 10	121	July 25	..	..
Do., 1st con. 6s, 1913	126	Jan 30	125	Jul 10	125	July 10	..	..
Chicago & Northwestern con. 7s, 1915	145¾	Jul 11	142¾	May 4	145	Sept 11	145	..
Do., gold 7s, 1902	115	May 24	111¼	Jun 3	112	Sept 16	112	..
Do., do., registered	114	Apr 14	112¼	Aug 30	112½	Aug 30	..	..
Do., sinking fund 6s, 1879-1929	122½	Mar 13	115	Aug 28	120	Sept 7	118	120
Do., do., registered	116	Jun 14	116	Jun 14	116	June 14	..	..
Do., sinking fund 5s, 1879-1929	110½	Mar 10	106½	Apr 12	109	Sept 14	109	..
Do., do., registered	109	Feb 3	105¾	Mar 28	105¾	Mar 28	..	..
Do., sinking fund deb. 5s, 1933	123	Jan 30	121½	May 4	122¾	Aug 7	123	124
Do., registered	..	..	..	..	119¼	De 27, 98	..	..
Do., debenture 5s, 1909	111½	Mar 28	108	May 12	110	Sept 11	..	..
Do., do., registered	..	..	..	..	109½	Mr 19, 98	..	..
Do., debenture 5s, 1921	118	Feb 9	117¼	May 22	118	July 18	118	..
Do., do., registered	..	..	..	..	117¾	Feb 7, 98	..	..
Do., extension 4s, 1886-1926	100	Feb 1	106	Apr 7	109	Aug 30	109½	..
Do., registered	106⅞	Feb 20	106⅞	Feb 20	106⅞	Feb 20	..	..
Do., gen. 3½s, 1987	110¼	Jun 24	102½	Jan 3	109½	Sept 1	108½	109½
Do., do., registered	..	..	..	..	103	No 19, 98	..	..
Escanaba & Lake Sup. 1st 6s, 1901	..	..	..	..	107¾	My 26,98	104	..
Chicago & Milwaukee 1st 7s, 1898	..	..	..	..	102¼	Ap 12, 98	..	..
Winona & St. Peters 2d 7s, 1907	124	Jun 19	124	Jun 19	124	June 19	..	..
Milwaukee & Madison 1st 6s, 1905	117½	Feb 6	117½	Feb 6	117½	Feb 6	112	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	111	Jan 3	111	Jan 3	111	Jan 5	110	..
Northern Illinois 1st 5s, 1910	114½	Aug 28	113	Apr 24	114½	Aug 28	111	..
Iowa Midland 8s, 1900	..	..	..	..	108	Oct 21,98	..	..
Mil., L. S. & West. 1st g. 6s, 1921	143	Jul 7	130¼	May 3	140	Sept 13	139	142
Do., conv. deb. g. 5s, 1907	..	..	..	..	105½	Feb 24,97	..	..
Do., ext. and imp. sk. fd. g. 5s,1929	120	Sep 2	117⅝	Feb 1	129	Sept 2	120	..
Do., Michigan Div. 1st g. 6s, 1924	..	..	..	..	138	Dec 13,98	140	144
Do., Ashland Div. 1st g. 6s, 1925	146	Jul 6	140	Mar 6	146	July 6	140	..
Do., incomes, 1911	114½	Jun 17	114¼	Jun 17	114¼	June 17	..	..
Chicago, Rock Island & Pacific 6s,1917	136¼	Jun 27	131½	Jan 10	132¼	Sept 5	132	..
Do., do., registered	134½	May 19	132	Jun 6	133½	Aug 23	..	..
Do., gen. g. 4s, 1988	110⅜	May 17	104⅜	Jan 4	106⅝	Sept 16	106¼	106¾
Do., do., registered	107⅞	Apr 6	105¾	Mar 7	107⅞	Apr 6	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	98½	Apr 27	98	Jan 9	98¼	May 1	..	..
Do., 1st 2½s, 1905	87¼	Aug 25	83	May 9	87½	Aug 28	84	86
Do., extension 4s, 1905	98¼	May 18	98¼	May 18	98¼	May 18	..	..
Keokuk & Des Moines 1st 5s, 1923	114	Apr 25	109½	Jan 12	114	Sept 1	..	..

	Range for Year 1899. Highest.		Lowest.		Last Sale.		Bid.	Ask'd.
Do., do., small	..	..	..	..	100	Ap 15, 97	..	..
Chi. St. P., Min. & Om. con. 6s, 1930	141	May 11	136	Jan 9	138	Sept 12	138	..
Chi. St. P. & M. 1st g. 6s, 1918	133	Mar 27	127½	Aug 28	127½	Aug 28	135	..
St. P. & Sioux City 1st g. 6s, 1919	134	Jan 12	121	Apr 18	123	Sept 11	..	..
Northern Wisconsin 1st 6s, 1930	140	Mar 22	140	Mar 23	140	Mar 23	..	..
Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919	..	..	..	..	106	Jul 22,97	..	..
Do., gen. g. 6s, 1932	123	May 4	120¾	Jul 11	122	July 25	121	124
Chicago Term. & Trans. 4s, 1947	102⅜	Jun 5	93¾	Jan 3	96	Sept 14	96	98
Chi. & W. Mich. Ry 5s,1921,coupon off	99½	Jun 28	99¾	Jun 28	99½	June 28	..	..
Cin., Ham. & Dayton con.sk.fd.7s,1905	120	Aug 10	120	Aug 10	120	Aug 10	..	..
Do., 2d g. 4½s, 1937	..	..	..	..	103¼	Mr 13, 97	..	..
Cin., Day. & Ironton 1st gtd.g.5s,1941	115½	Sep 5	112	Feb 9	115½	Sept 5	115½	..
City & Sub. Ry Balt. 1st g. 5s, 1922	..	..	..	..	105¾	Apr., 95	..	..
Clev. & Can. Tr.Co. cts. for 1st 5s,1917	91	Mar 30	70¼	Jan 25	91¼	Aug 8	..	..
Clev., Cin., Chi. & St. L. gen. g.4s,1993	98	Jan 26	87¾	Jan 12	93	Sept 16	92	94
Do., Cairo Div. 1st g. 4s, 1939	97	Jun 20	95¾	May 27	97	June 20	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	103⅞	Sep 6	90¾	Jan 7	103⅜	Sept 16	103½	..
Do., do., registered	99	May 4	99	May 4	99	May 4	..	..
Spring. & Col. Div. 1st g. 4s, 1940	..	..	..	..	87	Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	..	..	..	..	87	Au 31, 98	..	..
Cin., Wab. & Mich. Div. 1st g.4s,1991	97	Apr 22	95	Feb 21	96¼	Apr 24	96	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	104½	Aug 28	102	Jan 3	104½	Aug 28	..	..
Do., con. 6s, 1920	..	..	..	..	100	Nov., 94	..	..
Cin., San. & Clev., con. 1st g. 5s, 1928	118¼	May 31	118½	May 31	118¼	June 14	115	..
Ind., Bloom. & West. 1st pf. 7s, 1900	103½	Apr 29	103½	Apr 29	103½	Apr 29	..	..
Peoria & Eastern 1st con. 4s, 1940	88½	Jan 28	82¾	Apr 7	85½	Sept 11	86	86½
Do., income 4s, 1990	63	Jan 10	17	Sep 15	20	Sept 16	18	20
C., C., C. & Ind. con. g. 7s, 1914	138½	Jul 6	135½	May 11	138½	July 6	..	..
Do., gen. con. g. 6s, 1934	137½	Jun 23	134½	Jul 6	137	Sept 1	..	..
Cin. & Spfd. 1st M.C.C.C. & I.7s,1901	108½	Feb 10	105½	Feb 10	108½	Feb 10	..	..
Clev., Lor. & Wheel. 1st con. g. 5s,1933	108½	Jul 20	108	Jul 11	108½	Aug 28	..	107½
Clev. & Mahoning Val. g. 5s, 1938	134½	Jun 16	128	Feb 15	134½	June 16	..	..
Colorado Midland Ry 1st 2-3-4s, 1947	69	Jan 12	62	Jul 11	65	Sept 15	64½	65
Do., 1st gold 4s, 1947	76	Jan 12	70¼	Mar 18	72	Sept 13	72	73
Colorado & Southern 1st g. 4s, 1929	90	Jun 13	85	Sep 12	85½	Sept 16	..	85¾
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	..	..	..	102	Dec., 95	..	..
Del., Lack. & West. 7s, 1907	126½	Jun 15	126½	Jun 15	126½	June 15	..	..
Syra., Bing. & N. Y. 7s, 1906	124¾	Aug 28	124¼	Jun 7	124¾	Aug 28	..	..
Morris & Essex 1st 7s, 1914	144	Jan 26	141¼	Aug 28	141⅝	Sept 14	141	..
Do., 7s, 1900	..	..	..	..	109	De 23, 97	..	..
Do., 7s, 1871-1901	111	Mar 14	108½	May 3	108½	June 28	..	..
Do., 1st con. gtd. 7s, 1915	145½	May 1	141½	Sep 1	141½	Sept 1	142	..
Do., registered	..	..	..	..	140	Oct 26,98	..	..
N. Y., Lack. & West. 1st 6s, 1921	142½	May 18	138	Feb 9	138	July 17	..	..
Do., construction 5s, 1923	122	Sep 15	117	Feb 8	122	Sept 15	..	..
Do., term and improvement 4s,1923	108½	Jun 20	108½	Jun 20	108½	June 20	..	..
Warren 2d 7s, 1900	..	..	..	..	108	Aug 1,98	..	..
Del. & Hud. 1st Penn. Div. 7s, 1917	..	..	..	..	146	Sep 13,98	143	..
Do., do., registered	..	..	..	..	143	May 4,97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	120½	Apr 21	120½	Apr 21	120½	Apr 21	121½	124½
Do., registered	122	Jun 6	122	Jun 6	122	June 6	..	..
Do., g. 6s, 1906	117¾	Feb 21	115	May 2	116½	Aug 16	115½	..
Do., do., registered	117½	Jan 26	114½	Apr 17	116½	June 16	..	..
Ren. & Saratoga 1st 7s, 1921	154	Sep 7	150½	May 31	154	Sept 7	153	..
Do., do., registered	..	..	..	..	141	May 6,98	..	..
Den. & Rio Grande 1st con. g. 4s, 1936	104	May 31	90	Aug 10	99¾	Sept 15	99¾	99⅞
Do., 1st g. 7s, 1900	109	Feb 20	105¼	May 4	105¼	Aug 23	106½	108
Do., improvement g. 5s, 1928	108¾	May 25	102½	Jan 3	104¾	Sept 11	103½	105
Do., 1st con. g. 4½s, 1936	112⅞	Jun 13	107½	Sep 7	107½	Sept 7	..	..
Denver Con. Tramway 1st g. 5s, 1933	92	Jan 24	90	Jan 19	92	Jan 24	..	..
Des Moines Union 1st g. 5s, 1917	108	Apr 27	107¼	Apr 25	108	Apr 27	..	..
Detroit & Mackinac gold 4s, 1995	72	Sep 6	68	Jul 12	72	Sept 7	71	..
Det., Mack. & Mar.ld.gt.3½s,Ser.A,1911	24	Jan 17	17½	Mar 25	18	Sept 12	18	20
Duluth & Iron Range 1st 5s, 1937	112	Aug 3	105	Jun 13	110	Sept 15	110	..
Duluth, Red Wing & So. 1st 5s, 1928	..	..	..	..	92¼	Fe 11, 98	..	..
Duluth, So. Shore & Atlantic g.5s,1937	116	Jun 14	111¾	Jan 16	114	July 14	..	..
Elgin, Jol. & East. 1st g. 5s, 1941	110⅝	Jul 31	104¾	Jan 3	110⅝	July 31	..	..
Erie 1st ext. g. 4s, 1947	121	Jul 27	115½	Feb 15	121	July 27	..	118½
Do., 2d ext. g. 5s, 1919	121	May 25	121	May 25	121	May 25	118	..
Do., 3d ext. g. 4½s, 1923	116¾	Jul 27	116½	Jul 11	116½	Aug 8	113	..
Do., 4th ext. g. 5s, 1920	123½	Mar 30	121	Jan 20	121	Sept 6	120	..

	Range for Year 1899. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., Penn. & Atl. 1st gtd. g. 6s,1921	114½	Aug 23	111	Jan 5	114½	Aug 23	112¾	114⅞
Do., collateral trust g. 5s, 1931	110	Feb 24	108	Jan 11	108½	July 26	..	109½
Do., Mob. & Mont. 1st g. 4½s, 1945	108¾	Aug 22	108¾	Aug 22	108¾	Aug 22	..	108½
N., F. & S. 1st gtd. g. 5s, 1937	110½	Jul 27	106½	Feb 8	108	Aug 3	..	..
South & North A. con. gtd. g. 5s,1936	109½	May 1	106½	Jun 7	108½	Aug 8	109	..
Kentucky Central g. 4s, 1978	99	Sep 15	91	Jan 10	99	Sept 15	98½	100
Louis. Railway Co. 1st con. g.5s,1930	..	....	..	....	109	Mr 19,98	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	..	....	..	....	103	Ja 18, 98	..	..
Louis. & Jef. Bridge gtd. g. 4s, 1945	98½	Jul 19	94	Sep 5	94	Sept 5	93	..
Manhattan R'way con. g. 4s, 1990	112¾	Apr 3	95	Jan 3	109½	Sept 14	109	110
Met. Elevated 1st g. 6s, 1908	121¾	Jun 14	116	Jan 14	119	Aug 22	..	123
Do., 2d 6s, 1899	102⅞	Apr 1	100⅝	May 1	102	Sept 8	..	..
Metro. St. Ry gen. col. tr. g. 5s, 1997	124	Jan 26	118⅜	Jan 4	120½	Sept 16	120	121
B'way & 7th Av. 1st con. g. 5s, 1943	125¼	Jan 30	121	Jun 9	123	Sept 8	122⅞	..
Col. & 9th Av. 1st gtd. g. 5s, 1993	127	Jan 14	123¾	Jan 3	126¼	July 20	124	..
Lex. Av. & Pav. F. 1st gtd.g.5s,1993	127½	Jul 31	124	Mar 2	127½	July 31	124	..
Mexican Central con. g. 4s, 1911	78½	Aug 16	68¾	Jan 4	77⅜	Sept 14	75	78
Do., 1st con. income g. 3s, 1939	29¼	Sep 13	16½	Apr 3	27¼	Sept 16	27⅜	28¼
Do., 2d con. income g. 3s, 1939	14¾	Apr 27	9¾	Apr 18	14¼	Sept 16	13¾	14½
Mexican Inter. 1st con. g. 4s, 1977	88¾	Feb 24	84½	Jan 6	86½	Sept 16	86	..
Mexican National 1st g. 6s, 1927	100	Sep 12	100	Sep 12	100	Sept 12	102	..
Do., 2d income g. 6s, A, 1927	..	....	..	....	15	Dec 7, 98	..	..
Do., 2d income g. 6s, B, 1927	14	Apr 5	14	Apr 5	14	Apr 5	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	150	Apr 20	145	Jan 6	150	Apr 20	..	..
Do., 1st con. g. 5s, 1934	116½	Sep 11	110½	Jan 18	116½	Sept 11	..	..
Do., 1st and refunding g. 4s, 1949	100	Aug 21	97	Sep 6	97¼	Sept 16	97¼	97½
Do., Iowa ext. 1st g. 7s, 1909	125	Jan 27	121	Jul 12	121	July 12	..	..
Do., Southwest. ext. 1st g. 7s, 1910	127	Jan 27	127	Jan 27	127	Jan 27	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	128	De 12, 98	..	..
Minn. Street Ry 1st con. 5s, 1919	110½	Sep 11	110¼	Sep 11	110¼	Sept 11	..	..
Mil. El. Ry & Light 1st con. 5s, 1926	107	Aug 14	103½	Feb 4	107	Aug 14	..	..
Mo., K. & T. 1st g. 4s, 1990	96	May 25	91¾	Jan 3	93⅞	Sept 14	93¾	94¼
Do., 2d g. 4s, 1990	73⅜	Aug 28	65¼	May 9	71	Sept 15	70½	71
Do., 1st ext. g. 5s, 1944	90¼	Sep 7	82	Jan 19	95	Sept 15	93	95
Mo., K. & T. of T. 1st gtd. g. 5s,1942	95	Aug 21	86	Jan 19	89	Sept 9	90	..
Kansas City & Pac. 1st g. 4s, 1990	82	Jan 21	75¼	Jan 3	78	Sept 15	..	78
Dallas & Waco 1st gtd. g. 5s, 1940	96½	Sep 2	87	Jan 21	96½	Sept 2	..	..
Mo., Kan. & East. 1st gtd. g. 5s,1942	107½	Jul 13	101¼	Jan 3	105¾	Sept 14	..	..
Missouri Pacific 1st con. g. 6s, 1920	121¾	Apr 28	108¾	Jan 9	118½	Sept 13	..	..
Do., 3d 7s, 1906	117	May 17	114	May 1	116	Sept 16	..	..
Do., trust g. 5s, 1917	102	Aug 29	91½	Jan 3	97¼	Sept 16	..	97⅞
Do., 1st col. g. 5s, 1920	98¼	Jul 26	88	Jan 3	95¾	Sept 14	..	95⅞
Pacific R. of Mo. 1st ext. g. 4s, 1938	109	Jul 13	106	Feb 20	107½	Aug 8	..	..
Do., 2d ext. g. 5s, 1938	115	Apr 20	111¼	Jan 17	111½	July 10	..	..
St. L. & Iron Mount. 1st ext.4½s,1947	106⅛	May 20	105⅛	Feb 6	106	July 24	..	..
Do., 2d ext. g. 5s, 1946	107½	Jan 16	105	May 20	106¼	July 19	..	..
Do., Arkansas Br. ext. g. 5s, 1935	106¾	Apr 6	105¾	Jan 16	106¾	Apr 6	..	..
Do., gen. con. ry & ld. grt.g.5s,1931	114⅜	Jul 14	105	Jan 3	113	Sept 15	113	113½
Do., gen. con. stpd. gtd. g. 5s, 1931	111½	Jan 31	110	Jan 31	111¼	July 5	..	..
Mobile & Ohio new g. 6s, 1927	130¼	May 9	125	Jan 9	129	Aug 28	129	..
Do., 1st extension g. 6s, 1927	122	May 23	117	Feb 21	121¾	June 30	..	..
Do., gen. g. 4s, 1938	90	Aug 26	82½	Jan 4	87⅛	Sept 14	85½	87
Montgomery Div. 1st g. 5s, 1947	109¼	Jul 25	106	Jan 4	108	Sept 6	..	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	Apr., 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	132¾	Feb 14	130	Sep 11	130	Sept 11	..	..
Do., 2d 6s, 1901	101	Sep 12	101	Sep 12	101	Sept 12	101	..
Do., 1st con. g. 5s, 1928	108½	Sep 7	105¼	Apr 22	108	Sept 8	106¾	108½
Do., 1st 6s, McM., M., W. & Al.,1917	..	....	..	....	108	Mar., 96	..	..
Jasper Branch 6s, 1923	115	Mar 22	115	Mar 22	115	Mar 22	..	..
No. O. & N. East. prior lien 6s, 1915	..	....	..	....	108¾	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	117½	Jan 31	111¾	Aug 19	112	Sept 5	112	113
Do., do., registered	117⅝	Jan 30	112	Jun 27	112	June 27	..	..
Do., debenture 5s of 1884-1904	113¼	Jan 30	107½	Apr 28	109	Aug 7	106⅝	..
Do., do., registered	113¼	Jan 26	113¼	Jan 28	113¼	Jan 26	106⅝	..
Do., reg. debenture 5s of 1889-1904	..	....	..	....	108½	Feb 21,98	106⅜	..
Do., debenture g 4s, 1890-1905	105	May 3	103¼	Jun 26	103¼	June 26	..	..
Do., do., registered	..	....	..	....	104⅜	Feb 5, 98	..	..
Do., deb. certs., ext. g. 4s, 1905	107⅝	Feb 2	101⅝	Sep 9	106⅜	Sept 12	..	..
Do., registered	102¾	Aug 1	102¾	Aug 1	102¾	Aug 1	101	..
Do., gold 3½s, 1997	113¼	Jun 12	110¼	Jan 12	110½	Sept 15	110⅛	..
Do., do., registered	112½	Apr 14	111½	Feb 17	112½	Apr 14	..	..
Michigan Cent. col. trust g. 3½s,1998	102	Jan 28	98	Jan 6	100	Aug 31	99½	100
Do., do., registered	100	May 25	97½	Mar 15	100	May 25	..	..
Lake Shore coll. g. 3½s, 1998	103	May 25	99¼	Jan 4	99⅞	Sept 15	99⅞	100
Do., registered	103	Jun 26	98	Jan 6	100	Sept 15	..	..
West Shore 1st g. 4s, gtd., 2361	117⅜	Aug 16	110¼	Jan 3	113	Sept 14	113	114
Do., registered	115¾	Jun 15	109¾	Jan 4	112	Sept 13	..	..
Beech Creek 1st gtd. g. 4s, 1936	112	Aug 31	112	Aug 31	112	Aug 31	110	..
Do., registered	..	....	..	....	106	Jne 17,98	..	..
Clearf. Bit. Coal gtd. g.4s,Ser.A,1940	..	....	..	....	95	Jul 28,98	..	..
Do., do. registered	..	....	..	....	104	Jul 24,97	..	..
Harlem 1st 7s, 1900	108	Jan 12	103¾	Jun 14	104	Aug 16	104	..
Do., do., registered	106¼	Jan 27	103	May 10	104	Aug 28	..	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	103	..
Rome, W. & O. con. 1st ext. 5s, 1922	132	Jan 18	128½	Apr 12	128½	Sept 11	..	130
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	100	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	113	Apr 13	113	Apr 13	113	Apr 13	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107	Au 13, 98	109	..
Mohawk & Malone 1st gtd. g. 4s,1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	123	Jun 16	123	Jun 16	123	July 14	..	..
Lake Shore & Michigan Southern—								
Detroit, Mon. & Tol. 1st 7s, 1906	123	Jun 13	123	Jun 13	123	June 13	119	..
Lake Shore con. 1st 7s, 1900	107¼	May 4	103¾	Jul 8	103¾	Sept 11	..	..
Do., do., registered	106½	Feb 20	103¾	Aug 25	103¾	Aug 25	..	..
Do., con. 2d 7s, 1903	117¼	Mar 20	114¼	Jun 20	115	July 18	..	..
Do., do., registered	116½	Jan 5	114¼	Sep 14	114¼	Sept 14	114¼	..
Do., g. 3½s, 1997	112¾	May 5	106	Jan 3	100½	Sept 16	..	..
Do., do., registered	111	Apr 27	103	Jan 5	111	Apr 27	..	..
Cin. & Sp. 1st gtd., L. S. & M. 7s,1901	..	....	..	....	108¼	Dec 1, 97	..	..
Mahoning Coal RR. 1st 5s, 1934	..	....	..	....	121	Oct 24,98	..	..
Michigan Central 1st con. 7s, 1902	112½	Apr 27	109	May 1	110½	Aug 30	110	..
Do., 1st con. 5s, 1902	103	May 6	103	May 6	103	May 9	104	..
Do., 6s, 1909	..	....	..	....	122	Fe 25, 98	..	..
Do., 5s, 1931	..	....	..	....	121¼	Jne 21,98	128	..
Do., do., registered	..	....	..	....	125½	Ja 20, 98	..	..
Do., 4s, 1940	..	....	..	....	106	Fe 25, 98	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	109	Aug 25	105¾	Apr 3	108	Sept 5	..	..
Do., do., registered	106½	Jul 19	105¼	Apr 19	106¼	July 19	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	191	Apr 21	173	Jan 6	188½	Sept 14	..	..
Do., do., small certs., $100	185	Aug 23	172	Jan 19	185	Aug 26	..	..
Housatonic con. g. 5s, 1937	133	Aug 16	133	Aug 16	133	Aug 16	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	121½	Jun 20	117¾	Jul 6	117¾	July 6	117¾	..
Do., 1st 6s, 1905	115	May 11	113	Jul 29	113	July 29	113	..
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	108⅞	May 25	106	Jan 4	108¾	May 27	..	..
Do., refunding 1st g. 4s, 1992	106⅞	Aug 5	103	Apr 12	104½	Sept 16	104	..
Do., do., registered	..	....	..	....	101½	No 30, 98	..	..
Nor. Pac. 1st g. 6s, 1921	120	Apr 11	114½	Jan 3	119½	Apr 12	..	..
Do., do., registered	112	Jul 20	11½	Jul 20	112	July 20	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	131¼	May 15	131¼	May 15	131¼	May 15	130	..
Do., do., registered certificates	132	Jul 28	132	Jul 28	132	July 28	..	..
Nor. Pac. Ry prior lien 4s, 1997	106¾	Jun 14	101⅝	Jan 5	103⅜	Sept 15	103¼	103½
Do., registered	104½	May 12	102	Jul 10	103½	Sept 16	..	..
Do., gen. lien g. 3s, 2047	70	Jan 21	66¼	May 9	66¾	Sept 16	66¼	66¾
Do., do., registered	66½	Jun 17	65½	May 16	66½	June 17	..	..
Washington Central 1st g. 4s, 1948	96	May 5	90	Jan 27	95	May 11	..	..
Nor. Pac. Terminal Co. 1st g. 6s,1933	119	Apr 21	112	Jan 6	118	Sept 15	116½	..
Norfolk & Southern 1st g. 5s, 1941	107¾	Jun 22	107½	May 22	107¾	June 22	..	..
Norfolk & West. RR. gen. g. 6s, 1931	135	Jun 19	130	Feb 7	135	June 19	..	..
Do., New River 1st g. 6s, 1932	130	Aug 24	130	Aug 24	130	Aug 24	..	..
Do., improve. and ext. g. 6s, 1934	..	....	..	....	117½	Au 30, 98	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	..	..
Scioto V. & N. E. 1st gtd. g. 4s, 1989	101	Apr 22	96¼	Jan 16	101	Sept 12	101	..
Nor. & West. Ry 1st con. g. 4s, 1996	96½	Aug 28	88½	Jan 7	94½	Sept 16	94½	94¾
Ore. & Cal. Chas. 1st con. 6s, 1920	..	....	..	....	94	Apr., 96	..	..
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	..	....	..	....	102¼	Ja 20, 98	103	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 17, 97	..	..
Omaha & St. Louis 1st g. 4s, 1901	85	Feb 7	65	May 24	79	Sept 5	..	..
Ore. R. & N. 1st sink. fund g. 6s, 1909	115	Sep 16	100	Feb 10	115	Sept 16	114½	115½
Ore. RR. & N. Co. con. g. 4s, 1946	106	May 31	100½	Jan 3	102⅝	Sept 15	102¼	102⅝
Oregon Short Line 1st g. 6s, 1923	133¼	Jul 13	128	Mar 1	128	Sept 12	128	129
Utah & Northern 1st 7s, 1908	..	....	..	....	121	Jne 18,98	..	..
Do., g. 5s, 1928	..	....	..	....	102	My 24,97	..	..
Ore. Short Line 1st con. g. 5s, 1946	117½	Sep 1	108	Jan 7	113⅝	Sept 15	113	114
Do., non-cum. inc. A 5s, 1946	108	Aug 31	85	Jan 7	103	Sept 16	102	103
Do., non-cum. inc. B and col. trust	80	Sep 6	65½	Jan 4	79¾	Sept 13	78	80
Pacific Coast Co. 1st g. 5s, 1946	108	Mar 16	106	Jul 26	104¾	Sept 16	104½	..
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 90	105	..
Penn. Co. gtd. 1st g. 4½s, 1921	118	May 22	114½	Feb 15	116¼	Aug 26	..	..
Do., do., registered	115½	Mar 9	115⅛	Mar 9	115⅛	Mar 9	..	..
Do., do., gtd. 3½s, tr. reg. cts., 1937	..	....	..	....	102	No 11, 98	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	108	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	..	....	..	....	115½	Fe 24, 98	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	101	Feb 20	99	Jan 19	99¼	Aug 18	99⅛	..
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	De 29, 97	..	..
Do., do., eng. Trust Co. certs	99¾	Aug 31	93½	Apr 3	99⅝	Aug 31	..	99
Do., Trust Co. cts. for 2d g. 5s,1926	..	....	..	....	17	My 23,98	..	..
Do., do., 1st installment paid	..	....	..	....	20	De 20, 98	..	..
Peoria & Pekin Union 1st g. 6s, 1921	126	Apr 28	126	Apr 28	126	Apr 28	121	..
Do., 2d g. 4½s, 1921	100½	Jul 18	100	May 9	100½	July 18	99	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	187	No 17, 97	..	..
Pittsb., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	107½	Oct 26,98	..	..
Pittsb. Junc. 1st g. 6s, 1922	..	....	..	....	121	No 28, 98	..	..
P., C. C. & St. L. gtd.g. 4½s,1940,Ser.A	113	Jul 14	114¼	Apr 13	117¾	Sept 5	..	..
Do., do., Series B, gtd. 1942	119	Jun 13	114	Apr 11	118½	June 30	..	..
Do., do., Series C, gtd. 1942	..	....	..	....	118	No 23,98	113	..
Do., do., Series D, gtd.4s, 1945	..	....	..	....	107	De 30, 98	107	..
Pitts., C. & St. L. 1st 7s, 1900	107¼	Jan 6	105¼	Mar 15	105¾	Apr 12	..	..
Do., do., registered	..	....	..	....	109¼	Ap 26, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	141	Mar 29	138¾	Jan 6	140	Sept 16	..	..
Do., 2d 7s, 1912	140½	May 1	140¼	May 1	140½	May 1	..	..
Do., 3d 7s, 1912	135	Jun 7	135	Jun 7	135	June 7	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	110¼	Jul 8, 97	..	..
Cleve. & Pitts. con. sink. fd. 7s, 1900	106	Apr 19	106¼	Sep 11	106¼	Sept 11	104	106
Do., gen. gtd. g. 4½s, Series A, 1942	121	Jul 5	121	Jul 5	121	July 5	..	..
Gl. R. & I. ext. 1st gtd. g. 4½s, 1941	113½	Jun 2	113½	Jun 2	113¼	June 2	..	..
Leigh. Val. gen. g. 6s, 1923	..	....	..	....	102	No 10, 97	..	..
Pitts. & L.E. 2d g. 5s, Ser. A & B, 1928	..	....	..	....	114	Mar., 96	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	117	Mar., 96	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	90	Jun 24	90	Jun 24	90	June 24	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	118	Jul 17	113	Jan 5	113	July 17	..	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	93	July 14,97	..	..
Pitts. & W. 1st g. 4s, 1917	100	Mar 21	94	Jan 3	100	June 3	..	100
Do., 4s, 2d g. 4s, certificates	100¼	Jun 28	96¼	Jan 31	96¼	Sept 12	..	100

	Range for Year 1899. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Reading Co. gen. g. 4s, 1997	91¾	Jun 16	85¾	Jan 7	87⅝	Sept 15	87	87½
Do., do., registered	89½	Jun 29	88½	Jun 1	88½	July 11	..	..
Rio Grande Western 1st g. 4s, 1939	102¼	Jun 30	91	Jan 4	98	Sept 16	98	98½
Utah Central gtd. g. 4s, 1917	88¾	May 11	87½	Apr 20	88	June 27	..	..
Rio Grande Junc. 1st gtd. g. 5s, 1939	104½	Jan 24	102½	Feb 3	104	May 2	..	..
Rio Grande South. 1st g. 3-4s, 1940	74¼	Jun 20	72	Aug 11	72	Aug 23	..	..
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	85	Aug 22	79¼	Jul 11	85	Aug 30	..	..
St. L. & S. F. 2d g. 6s, Class A,1906	114¾	Mar 2	112¾	May 9	114	July 17	..	..
Do., 2d g. 6s, Class B, 1906	115¼	Mar 25	112½	May 5	114½	Sept 15	..	..
Do., 2d g. 6s, Class C, 1906	115	Mar 24	112½	May 5	114	July 14	..	..
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¾	July, 96	..	..
Do., gen. g. 6s, 1931	126¾	Jun 27	122	Jan. 3	124½	Sept 13	124½	124¾
Do., gen. g. 5s, 1931	112½	Jun 30	107	Jan 5	109¼	Sept 15	109	..
Do., 1st trust g. 5s, 1987	105½	Mar 27	100½	May 23	101	June 23	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. RR. g. 4s, 1996	89	Jun 15	82	Jan 4	85½	Sept 15	85	85½
St. L. & S. F. S. W. Div. 5s, 1947	102	Mar 16	98	Jan 12	100½	Aug 31	100	..
Central Division 1st g. 4s, 1929	96	Aug 14	95	Aug 11	96	Aug 14	..	..
St. Louis Southwest. 4s, cts., 1989	90½	Jul 8	84¾	Jan 4	93½	Sept 15	93	93¼
Do., 2d g. 4s, inc. bond cts., 1989	66⅞	Aug 4	40¾	Jan 4	64	Sept 16	63⅞	64
St. Paul City Ry Cable con. g. 5s, 1937	112	Aug 4	108	Mar 7	111	Sept 11	110	..
St. Paul & Duluth 1st 5s, 1931	122½	Jan 19	120	Feb 8	120	Feb 8	119	..
Do., 2d 5s, 1917	115	Jan 20	113	Feb 8	113¾	Sept 15	113	116
Do., 1st con. 4s, 1968	102	May 18	99	Aug 11	99¾	Aug 28	100½	101
St. Paul, M. & M. 2d 6s, 1900	124½	Feb 20	121	Apr 3	121½	Sept 12	..	..
Do., Dakota exten. g. 6s, 1910	125½	Jan 24	122	Jul 21	122	Aug 29	..	..
Do., 1st con. g. 6s, 1933	146¾	Jun 21	138¼	Mar 8	142	Aug 17	..	..
Do., do., registered	137¾	Feb 23	137¾	Feb 23	137¾	Feb 23	..	..
Do., do., reduced to g. 4½s	119½	Jun 29	112¼	Jan 5	116	Sept 12	..	..
Do., do., registered	..	....	..	....	106½	My 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	108½	Apr 14	103	Sep 12	103	Sept 12	..	..
Do., do., registered	104	Jan 24	104	Jan 24	104	Jan 24	..	..
Minneapolis Union 1st g. 6s, 1922	..	....	..	....	122½	Jan 13,98	..	..
Montana Central 1st gtd. g. 6s, 1937	137½	Jun 23	134¼	Mar 18	137½	June 23	..	..
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	119¾	Aug 19	113½	Jan 24	119⅜	Aug 21	..	..
Eastern Minn. Div. 1st g. 5s, 1908	113¼	Mar 2	110½	Apr 17	111½	July 10	..	..
Wilmar & Sioux Falls 1st g. 5s, 1938	120	Apr 11	115	Apr 10	120	Apr 11	..	..
Do., do., registered	..	....	..	....	115	Ap 24, 96	..	..
S. Fe, Pres. & Phenix 1st g. 5s, 1947	107⅞	Aug 9	95	Mar 13	106½	Sept 15	103	106
San F. & N. P. 1st s. f. g. 5s, 1919	112¾	Sep 7	112¾	Sep 7	112¾	Sept 7	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	125⅛	Feb 15	125⅛	Feb 15	125¼	Feb 15	128	131
Do., 1st g. 5s, 1934	112	Mar 17	112	Mar 17	112	Mar 17	..	..
Seaboard & Roanoke 1st 5s, 1926	..	....	..	....	104¾	Feb 5, 97	..	..
Seat., L. S. & E. 1st g. 6s, 1931, ass.pd.	..	....	..	....	80	Ja 25, 98	..	..
Southern Pacific Co.—								
Gal., Harris. & S. A. 1st g. 6s, 1910	114	Apr 28	113¼	Jun 6	113¼	June 6	..	..
Do., 2d g. 7s, 1905	110½	Feb 3	110	Feb 27	110	Feb 27	..	..
Do., Mex. & Pac. Div. 1st g.5s,1931	105	Apr 28	100½	Jan 6	103⅜	Sept 16	102⅞	103½
Hous. & Tex. C. 1st, W. & N. 7s,1903	..	....	..	....	102	Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	113½	Jun 26	107	Feb 21	111	Sept 7	..	..
Do., con. g. 6s, interest gtd., 1912	112	Mar 17	111	May 31	111½	Sept 5	111¼	113
Do., gen. g. 4s, interest gtd., 1921	90	Feb 16	87½	Apr 27	88	Sept 15	88	88½
Morgan's La. & Texas 1st g. 6s, 1920	..	....	..	....	114	No 17, 97	..	..
Do., 1st 7s, 1918	139	Jan 20	138	Jul 6	138	July 13	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	105	Mar 18	97	Jan 3	105	Mar 23	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	86	Feb 28	77½	Jan 6	79½	Sept 13	78	79½
Texas & New Orleans 1st 7s, 1905	..	....	..	....	116	De 14, 98	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17, 97	..	..
Do., con. g. 5s, 1943	106½	Jun 17	102	Jan 3	103½	Sept 15	103	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	115	Jun 29	109¼	Jan 3	114¼	Sept 16	113	..
So. Pac. of Cal. 1st g. 6s, 1905-12	122	Apr 20	122	Apr 20	122	Apr 20	..	..
Do., do., 1st con. gtd. g. 5s, 1937	107	Aug 16	107	Aug 16	107	Sept 12	..	..
Do., do., 1st con. gtd.5s,1905-37,stpd	109¼	Apr 21	106	Jan 4	107¾	Sept 7	..	..
Austin & Northw. 1st gtd. g. 5s, 1941	101	Apr 5	90	Jan 3	96¼	Sept 16	..	..
So. Pac. of N. M. 1st g. 6s, 1911	..	....	..	....	113⅞	No 23, 98	..	..
Gila Val., Globe & N. 1st gtd.g.5s,1924	105¼	Jul 21	104¾	Jun 30	105¼	Aug 2	..	..
Southern Rway 1st con. g. 5s, 1994	112½	Jun 29	103¼	Jan 3	109¾	Sept 15

THE WEEK'S TRANSACTIONS.

On the Stock Exchange for the week ended Saturday, Sept. 16, total transactions included 3,532,116 shares of stock, $10,634,500 bonds, including $44,300 Government and $21,000 State bonds.

In detail the week's dealings, compared with those of the corresponding week last year, show:

STOCKS.

	Sept.17,'98.	Sept.16,'99.	Differences.
R. R. & M..	2,405,752	3,532,116 Inc.	1,126,364
Banks	54	..... Dec.	54
Mining	800	300 Dec.	500

BONDS.

	Sept.17,'98.	Sept 16,'99.	Differences.
R. R. & M..	$13,962,400	$10,634,500 Dec.	$3,327,900
State	54,000	21,000 Dec.	33,000
Government.	1,272,900	44,300 Dec.	1,228,600

CALENDAR FOR THE WEEK.

Monday, Sept. 18.

Chicago and Eastern Illinois Railway—Books open.
New York and East River Ferry Company—Books close for annual meeting.
Pressed Steel Car Company—Books close for dividend on preferred.
Standard Oil Company of New Jersey—Dividend payable.
United States Oil Company—Books close.
West End Street Railway, Boston—Books close.

Tuesday, Sept. 19.

Columbus (Ohio) Gas Light and Heat Company—Books close for dividends on common and preferred.
United Shoe Machinery Company—Books close.
Welsbach Light Company—Dividend payable.

Wednesday, Sept. 20.

Electric Vehicle Company—Books close for dividend on common stock.
Chicago, Indianapolis and Louisville Railway—Annual meeting.
Commercial Cable Company—Books close.
Homestake Mining Company—Books close.
National Steel Company—Books close for dividend on preferred.
Royal Baking Powder Company—Books close for dividend on preferred.
St. Joseph (Mo.) Gas—Dividend payable.
Union Ferry Company—Books close for dividend and annual meeting.
Union Traction Company, Philadelphia—Annual meeting.
United New Jersey Railroad and Canal Company—Books close.
Western Union Telegraph Company—Books close.

Thursday, Sept. 21.

Chicago and Northwestern Railroad—Books close for dividend on preferred.

Friday, Sept. 22.

Chicago, Milwaukee and St. Paul Railroad—Annual meeting.
Louisville and Nashville Railroad—Books close for annual meeting.
Southern Railway—Books open.

Saturday, Sept. 23.

Oregon Short Line Railroad—Books close for annual meeting.
Third Avenue Railroad—Books close.
Westinghouse Electric and Manufacturing Company—Books close.

BANK STATEMENT.

The weekly statement of the New York City Associated Banks, issued Saturday, showed a decrease in the reserve of $2,183,475. The banks now hold $2,275,450 more than the legal requirements. The changes in the averages show a decrease in the loans of $7,854,400, a decrease in specie of $5,000,600, a decrease in legal tenders of $886,800, a decrease in deposits of $15,055,700, and an increase in circulation of $158,700.

The following is a comparison of the averages of the New York banks for the last two weeks and the corresponding date last year:

	Sept. 16,'99.	Sept. 9,'99.	Sept. 17,'98.
Loans	$739,791,900	$747,646,300	$653,264,700
Specie	156,022,600	161,083,200	128,899,800
Legal tenders.	49,098,700	49,985,500	53,357,500
Net deposits..	819,383,400	834,439,100	712,067,900
Circulation ..	14,825,700	14,667,000	14,466,600

The following shows the amount of reserve held above the legal requirements:

	Sept. 16,'99.	Sept. 9,'99.	Sept. 17,'98.
Specie	$156,022,600	$161,083,200	$128,899,800
Legal tenders.	49,098,700	49,985,500	53,357,500
Total reserve ..	$205,121,300	$211,068,700	$182,257,300
Reserve required against deposits ...	204,845,850	208,609,775	178,016,900
Excess of reserve above legal requirements	$275,450	$2,458,925	$4,240,400

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding week in 1898 and 1897:

	1899.	1898.	1897.
Jan. 7.....	$23,530,375	$22,264,575	$43,091,450
Jan. 14.....	28,263,075	25,968,775	52,172,525
Jan. 21.....	31,693,675	31,275,200	57,067,800
Jan. 28.....	32,232,025	35,6.9,450	59,148,250
Feb. 4.....	37,452,675	34,781,625	54,540,050
Feb. 11.....	35,511,825	32,437,050	51,638,225
Feb. 18.....	34,373 825	25,688,450	55,(65,950
Feb. 25.....	30,334,300	22,9(9,225	57,(20,975
March 4.....	24,578,125	20,223,500	55,558,925
March 11.....	23,203,000	22,721,425	52,863,550
March 18.....	19,074,175	28,060,100	48,108,975
March 25.....	18,557,425	33,851,475	48,895,750
April 1.....	15,494,850	35,720,800	47,068,575
April 8.....	15,018,825	35,720,800	47,066,575
April 15.....	19,471,525	37,346,075	46,966,900
April 22.....	24,175,900	43,525,100	49,257,900
April 29.....	25,524,675	44,504,675	48,917,625
May 6.....	19,351,950	43,916,475	44,095,975
May 13.....	27,137,225	46,597,225	44,490,500
May 20.....	34,631,525	50,715,250	45,968,850
May 27	43,933,725	53,704,600	46,616,160
June 3	42,710,600	52,240,700	45,320,825
June 10.....	39,323,100	53,841,100	47,601,475
June 17.....	30,003,200	59,272,800	48,390,950
June 24.....	25,697,800	62,206,250	49,539,150
July 1.....	14,274,550	62,013,550	41,384,875
July 8.....	5,062,475	53,345,300	41,361,375
July 15	10,698,750	49,365,825	46,036,900
July 22	12,055,600	43,012,000	47,361,575
July 29	10,811,125	41,904,475	45,720,150
August 5.....	8,110,600	39,893,000	41,002,125
August 12....	14,395,375	33,111,850	38,882,725
August 19....	15,082,350	28,839,250	39,753,450
August 26....	12,378,525	21,343,300	39,517,700
Sept. 2.....	9,191,250	14,991,050	34,114,150
Sept. 9.....	2,458,925	7,076,775	26,688,825
Sept. 16.....	275,450	4,240,400	19,895,175

The following shows the surplus reserve at this time for a series of years:

1899.....	$275,450	1894.....	$50,953,700
1898.....	4,240,400	1893.....	10,601,700
1897.....	19,895,175	1892.....	4,879,575
1896.....	10,454,375	1891.....	7,756,750
1895.....	26,685,250	1890.....	1,905,200

Bank of Spain's Report.

MADRID, Sept. 17.—The Bank of Spain's report for the week ended yesterday shows the following changes: Gold in hand, increase, 3,764,000 pesetas; silver in hand, increase, 2,107,000 pesetas; notes in circulation, decrease, 4,358,000 pesetas.

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue con. m. 5s....	116	117
Atlantic Avenue gen. m. 5s....	108	110
Atlantic Avenue imp. 5s.....	105	110
Bleecker St. & F. Ferry stock..	36	41
Bleecker St. & F. F'y 1st 7s....	101½	103
Broadway & Seventh Avenue..	235	..
Broadway & Seventh Av. 1st...	104	105½
Broadway & Seventh Av. 2d...	110	112
Broadway Surface 1st 5s.....	115	117
Broadway Surface 2d.....	105	106
Brooklyn, Bath & W. E. 5s....	101	..
Brooklyn City R. R. 1st m. 5s..	117	..
Brooklyn City Railroad.....	245	247
Brooklyn City & New. 1st.....	116	120
Brooklyn El. bonds.....	103	103½
B'klyn, Queens Co. & Sub. 5s...	111	113
Buffalo Crosstown 5s	112	113
Buffalo Street Railway stock...	111	102
Buffalo Street Ry. 1st consols..		115
Central Crosstown	260	..
Central Crosstown 1st 6s.....	125	130
Central Park, N. & E. River...	195	..
Central Park, N. & E. R. 7s....	108	109
Chicago Union Traction.....	33	33½
Chicago Union Traction pf.....	83	84
Christopher & Tenth Street....	168	175
Cleveland Electric con. 5s....	105	107
Coney Island & Brook. stock...	350	400
Coney Island & Brook. 1st 5s..	102	104
Consolidated Traction of N. J..	67	68
Con. Traction of N. J. 5s.....	112	113
Columbus (Ohio) stock.....	106½	108¾
Columbus (Ohio) 5s.....	114	116
Columbus Crosstown 1st 5s....	103	104
D. D., E. B. & B. stock.....	125	150
D. D., E. B. & B. 5s.....	117	120
D. D., E. B. & B. 5 p. c. scrip..	102	105
Eighth Avenue Railroad.....	400	..
Eighth Avenue 6 per cent. scrip.	108	..
42d St. & Grand St.....	300	..
42d St., Man. & St. Nich. Av...	78	82
42d St., Man. & St. N. Av. 1st..	116½	118
42d St., Man. & St. N. Av. 2d..	85	88
Kings County El. 4s, (new)....	93	94
Nassau Elec. 1st 5s, (B'klyn)..	114	115
Nassau Electric 4s.....	97	97½
New Orleans Tr. com., (new)..	26½	..
New Orleans Tr. pf., (new)....	96	99
Ninth Avenue	183	187
North Jersey Street Railway..	37	37½
North Jersey Street Ry. 4s.....	94	96
North Shore Traction, com.....	15	16
North Shore Traction pf.....	85	87
Orange & Passaic Val. bonds...	103	104
Rochester Railway		18⅛
Rochester Railway con. 5s.....	107	110
Second Avenue stock, ex div...	198	200
Second Avenue 1st m. 5s.....	108½	109
Second Avenue consol. 5s.....	120	121
Sixth Avenue stock.....	215	230
Southern Boulevard 5s, 1945....	113	115
South Ferry 1st 5s.....	109	111
Steinway R. R. Co. 6 p. c. 1st..	116	117
Syracuse Rapid Transit	12	18
Syracuse Rapid Transit pf.....	25	35
Twenty-third Street	395	..
Twenty-third Street deb. 5s....	106	108
28th & 29th St. 5s, 1996.....	113	116
Union Railway	190	200
Union Railway 1st 5s.....	113	116
United Traction, Providence....	103½	105
United Trac., Prov., bonds.....	115	116
Westchester Electric 5s, 1943...	110	113
Worcester Traction common...	27	30
Worcester Traction pf.....	103	105

Ferry Companies.

	Bid.	Asked.
Hoboken Ferry, new.....	60	61
Hoboken Ferry con. 5s.....	93	93½
Metropolitan Ferry 5s	110	112
N. Y. & Brooklyn Ferry.....	36½	38
N. Y. & Brooklyn Ferry 5s.....	96	97
Union Ferry	46	47
Union Ferry bonds.....	103	104

Trust Companies, &c.

	Bid.	Asked.
American Surety	215	223
Atlantic	200	220
Bond & Mort. Guar. Co.....	295	310
Brooklyn	415	..
Central	2000	2040
City	370	385
Colonial	420	430
Continental	350	..
Farmers' Loan & Trust.....	1430	1460
Fifth Avenue.....	400	..
Franklin	310	..
German-American	40	50
Guaranty	665	..
Hamilton	260	270
International Banking & Trust.	160	168
Kings County	350	..
Knickerbocker	360	..
Lawyers' Surety	102	108
Lawyers' Title Insurance.....	145	155
Long Island Loan & Trust.....	250	260
Manhattan	235	..
Manufacturers', Brooklyn.....	300	..
Mercantile	850	..
Metropolitan	425	..
Nassau	175	..
N. Y. Security & Trust.....	630	..
N. Y. Life Ins. & Trust.....	1450	..
North American.....	160	170
People's	305	320
Produce Exchange.....	195	200
Real Estate Trust Co.....	300	..
Standard	225	..
State	420	..
Title Guarantee & Trust.....	400	408
Trust Company of America....	250	251
Union	1400	..
U. S. Mortgage & Trust.....	530	..
United States.....	1600	..
Washington	300	..
Williamsburg	220	230

Insurance Companies.

	Bid.	Asked
Citizens'	115.	120
Commonwealth	100	106
Continental	512	..
Eagle	245	250
Empire City	90	100
Farragut	110	..
German-American	515	..
Germania	275	..
Greenwich	165	170
Hamilton	105	110
Hanover	175	185
Home	220	230
Kings County	180	..
Nassau, Brooklyn	155	..
New York	100	110
Niagara	180	..
North River	140	..
Pacific	150	160
Peter Cooper	115	125
Phenix, Brooklyn	195	205
Rutgers	..	100
Stuyvesant	70	80
United States	117	123
Westchester	300	..
Williamsburg City	430	..

Banks.

	Bid.	Asked.
America	450	..
American Exchange	185	..
Astor National	425	..
Bowery	295	305
Broadway	244	..
Butchers & Drovers'.....	85	95
Central	180	190
Chase	400	..
Chatham	305	315
Chemical	4100	..
Citizens'	147	..
City	2000	2050
Colonial	240	..
Columbia	170	..
Commerce	265	..
Continental	130	140
Corn Exchange.....	300	..
East River	130	..
Eleventh Ward.....	165	..
Fifth Avenue	2750	3100
Fifth National.....	225	..
First National	3250	..
Fourth National	180	192
Fourteenth Street.....	145	165
Gallatin	375	..
Gansevoort	..	80
Garfield	1500	..
German-American	115	..
Germania	380	..
German Exchange	240	260
Greenwich	165	..
Hamilton	125	..
Hanover	740	..
Hide & Leather	115	..
Home	125	134
Importers & Traders'.....	535	..
Irving	160	..
Leather Manufacturers'	210	..
Liberty	225	..
Lincoln	750	..
Manhattan	250	..
Market & Fulton.....	225	235
Mechanics'	205	210
Mercantile	193	..
Merchants'	175	..
Merchants' Exchange.....	116	..
Metropolis	415	..
Mount Morris	240	..
Mutual	140	..
Nassau	152½	..
National Union	350	..
New Amsterdam	425	..
New York	260	..
New York County.....	1500	..
New York National Exchange.	116	..
Nineteenth Ward.....	100	..
Ninth National.....	85	92
North America	195	..
Oriental	200	216
Pacific	170	..
Park	500	515
People's	225	..
Phenix	100	110
Plaza	450	..
Produce Exchange	130	..
Republic	190	..
Riverside	190	..
Seaboard	260	..
Second National.....	550	..
Seventh National.....	160	..
Shoe & Leather.....	103	108
State of New York.....	123	130
Twelfth Ward.....	130	..
Union Square	200	220
Western	375	400
West Side	275	..
Yorkville	210	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s....	100	102
Amalgamated Copper	90¾	91½
Am. Agricultural Chemical....	35⅞	36
Am. Agricultural Chemical pf..	81	82
American Air Power.....	45	55
American Bank Note Co.....	47	50
American Ginning	20½	21
American Grocery 1st pf.....	..	10
American Press Association...	..	100
American Soda Fountain.....	5	10
American Soda Fountain 1st pf.	50	55
American Soda Fountain 2d pf.	10	15
American Typefounders'	51	55
American Graphophone	..	137½
American Graphophone pf.....	130	140
American Wool Goods.....	26	27
American Wool Goods pf.....	83⅞	84⅛
Anderson Tobacco	10	12
Asphalt Company of America..	18¼	18⅝
Barney & Smith Car.....	..	20
Barney & Smith pf.....	80	85
Barney & Smith Car 6s.....	105	107
Beet Sugar	28	30
Beet Sugar pf.....	78	80
Bliss, E. W.	138	145
Bliss, E. W., pf.....	125	135
British Columbia Copper.....	11	11¾
Carter-Crume pf	65	80
Celluloid Company	88	91
Central & South American Tel.	114	116
Central Fireworks	13	16
Central Fireworks pf.....	55	60
Chesebrough Mfg	340	350
Ches. & Potomac Tel. stock....	75	80
Chicago & Alton subs.....	111½	112½
Chicago & Alton 3s, (new,) w. i.	96	97
Consolidated Car Heating....	48	52½
Consolidated Fireworks com...	10	..
Consolidated Fireworks pf.....	65	..
Consolidated Hard Rubber Tire	19	21
Consolidated Hard R. T. pf....	55	60
Cramps' Ship and Eng. Bldg...	..	77
Distilling Company of America.	19	19½
Distilling Co. of America pf....	..	59¾
Eastman Kodak Co.....	105	..
Electric Axle, Light and Power.	5½	6¼
Electric Boat	18	22
Electric Boat pf.....	..	47
Electric Vehicle	97	101
Electric Vehicle pf.....	115	120
*Electro-Pneumatic, ass't pd...	1½	1¾
Empire & Bay State Tel.....	75	..
Erie & Western Trans.....	80	..
Flemington Coal & Coke.....	28	28½
General Carriage	34	36
General Chemical	50	65
General Chemical pf.....	99	101
General Electric Automobile...	16	20
Gorham Mfg. Co. pf.....	118	125
Havana Commercial	29½	30
Havana Commercial pf.....	68	69½
Hecker-Jones-Jewell Milling ..	25	..
Hecker-Jones-Jewell Milling pf.	60	..
Hecker-Jones-Jewell M. bonds.	96	99
Hoboken Land & Imp.....	100	..
Hoboken Land & Imp. 5s.....	105	..
Hudson River Telephone.....	110	115
Illinois Transportation.....	4⅜	4¾
International Pump	23¾	25
International Pump pf.....	70	72
Iron Steamboat	3	5
Iron Steamboat bonds.....	50	..
J. B. Stetson com.....	90	..
J. B. Stetson pf.....	120	..
Journeay & Burnham com.....	3	..
Journeay & Burnham pf.....	25	..
Lanston Monotype	87	89
Lorillard pf	116½	117½
Madison Square Garden stock..	..	5
Madison Square Garden 2d 6s..	25	35
Markeen Copper	10¾	11¾
Mergenthaler Linotype	205	207

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
Mexican 5s.....	100½	100¾
Mosler Safe Co. pf.....	..	100
National Gramophone.....	81	81½
National Salt	43	46
National Salt pf.	74	77
National Tube	46¾	47
National Tube pf., ex div.....	90	101
National Wall Paper deb. stock.	70	80
New England Transportation..	8¼	9
N. Y. Biscuit bonds, 6s.....	110½	114
New York Gas & Electric 4s...	91½	92
New York Gas & Electric 5s...	103	105
N. Y. Transportation.....	19½	20¼
N. Y. & N. J. Telephone.....	190	200
Nicaragua Construction, new...	..	6
Old Dominion Steamship.....	98	102
Otis Elevator	34¾	35
Otis Elevator pf	..	97½
Penn. Salt Mfg.....	114	..
Phil. & Wil. Steamboat.....	132	140
Pittsburg Coal subs.....	109	115
Pittsburg, Bessemer & L. E....	22¾	23¼
Pratt & Whitney com.....	4½	9
Pratt & Whitney pf.....	50	55
Procter & Gamble.....	375	390
Procter & Gamble pf.....	190	200
R. I. Perkins Horseshoe pf....	25	..
Royal Baking Powder.....	100½	101½
Rubber Goods	31	32
Rubber Goods pf.....	86	86½
Safety Car Heating & Light..	150	160
St. Louis subs.....	138¾	139½
St. Louis com., when issued....	..	34
St. Louis pf., when issued.....	90½	94
St. Louis 4s, when issued.....	94¾	95½
Simmons Hardware com.....	180	190
Simmons Hardware pf.....	140	145
Singer Mfg. Co.....	525	550
Sloss-Sheffield subs.....	120	122
Sloss-Sheffield	33	33½
Sloss-Sheffield pf.	75	80
Standard Coupler.....	35	40
Standard Oil Trust.....	463	465
Standard Oil of N. J.....	461	463
Susquehanna Coal 6s.....	115	..
Swift & Co.....	102	105
Swift & Co. 1st 6s.....	108½	110
Tennessee Copper	17	17⅜
Texas & Pacific Coal.....	65	75
Texas & Pacific Coal 1st.....	107½	..
Trenton Potteries com.....	7	8
Trenton Potteries pf.....	45	55
Trow Directory.....	55	65
*Union Copper	30	..
Union Steel & Chain	33	34
Union Steel & Chain pf.....	73	75
Union Typewriter com.....	32	33
Union Typewriter 1st pf.....	115	118
Union Typewriter 2d pf.....	120	122
United Shoe Machinery com...	37	37½
United Shoe Machinery pf.....	26	26¼
United States Glass.....	28½	29
United States Glass pf.....	95	105
U. S. Pneumatic Horse Collar..	%	%
Virginia Coal, Iron & Coke.....	26	29
Westinghouse Air Brake.....	436	440
Worthington Pump pf.....	109	110

*Selling dollars per share. Par value $10.

Gas Companies.

	Bid.	Asked.
Bay State	1¾	1⅞
Buffalo (N. Y.) 1st, with int....	80½	81½
Buffalo (N. Y.) stock.....	7	8½
Central Union Gas bonds.....	107¼	107½
Chicago Consumers' 1st 5s....	108	109
Chi. Eq. Gas L. & F. 1st 6s...	105	108
Chi. P. Gas & C. 1st 6s.....	108	111
Chi. P. Gas & C. 2d 6s.....	107	109
Chi. P. Gas & C. con. 6s.....	120	132
Chicago P. Gas refunding 5s..	104½	106¼
City Gas (Norfolk, Va.).....	45	50
City Gas, (Norfolk, Va.) 1st 6s..	101	..
Consolidated Gas of Newark..	56	..
Con. Gas of Newark bonds.....	105	106
Consol. Gas of N. J.....	21¾	23½
Consolidated Gas (N. J.) bonds.	87½	89½
Consumers' Gas (Jersey City)..	102	105
Con. Gas (Jersey City) bonds...	105	106¼
Denver Gas	45	46
Denver Gas bonds.....	89	92
Essex & Hudson Gas.....	42	45
Fort Wayne (Ind.) stock.....	63	65
Fort Wayne (Ind.) 1st 6s.....	75	78
Grand Rapids stock.....	104	106
Grand Rapids bonds.....	103	105
Ind. Nat. & Ill.....	..	65
Ind. Nat. & Ill. 1st 6s.....	65	70
Indianapolis stock	110	115
Indianapolis 1st 6s.....	103	105
Lafayette (Ind.) stock	65	70
Lafayette 1st 6s.....	79	82
Logansport & Wab. Val. stock. ..		45
Logansport & Wab. Val. 1st 6s.	67	70
Madison (Wis.) Gas.....	81	83
Madison (Wis.) 1st 6s.....	107	111
Mutual of New York.....	260	300
New Amsterdam	32⅞	33¼
New Amsterdam pf.....	58¾	58½
New Amsterdam 1st 5s.....	100	100½
New England Gas & Coke.....	28	30
New England Gas & C. bonds..	82	84
N. Y. & E. R. Gas Co. 1st.....	110	113
N. Y. & E. R. Gas Co. con.....	109	112
N. Y. Suburban Gas Co. bonds.	102½	103½
North Hudson L., H. & P. Co..	55	56
N. Hudson L., H. & P. Co. bds.	107	109
Ohio & Indiana stock.....	..	45
Ohio & Indiana bonds.....	67	70
St. Joseph (Mo.).....	42	45
St. Joseph (Mo.) 6s.....	93	95
St. Paul Gas stock.....	63	65
St. Paul Gas bonds.....	88	90
Standard Gas, New York.....	111	115
Standard Gas, New York, pf..	134	..
Standard Gas, New York 1st...	116	118
Syracuse Gas stock.....	10	13
Syracuse Gas 5s.....	..	80
Western Gas Co., Milwaukee..	102	104
West. Gas Co. bonds, Milw'kee.	107½	109
Williamsburg 1st 6s.....	101	103

Guaranteed Stocks.

	Bid.	Asked.
Atlanta & Charlotte.....	127	..
Bald Eagle Valley.....	200	..
Boston & Providence.....	300	..
Cayuga & Susquehanna	200	..
Columbus & Xenia.....	215	218
Delaware & Bound Brook.....	175	18[illegible]
Detroit, Hillsdale & S. W.....	102	..
Erie & Pittsburg	155	161
Fort Wayne & Jackson pf.....	138	..
Gold & Stock Tel. Co.....	120	..
Grand River Valley.....	125	135
Inter-Ocean Tel. Co.....	120	..
Kansas City, St. L. & C. pf....	150	..
Kal., Allegan & G. Rapids....	145	..
Louisiana & Mo. R. pf.....	175	..
Naugatuck	252	265
New York & Harlem.....	380	..
N. Y., Lackawanna & Western.	130	135
Northwest Tel. Co.....	115	..
Norwich & Worcester pf.....	208	..
Old Colony	205	..
Oswego & Syracuse.....	210	..
Pacific & Atlantic Tel.....	70	..
Peoria & Bureau Valley.....	182	..
Pitts., McK. & Yough.....	140	..
Providence & Worcester.....	277	..
Rome & Clinton.....	125	..
Troy & Greenbush.....	140	..
Utica & Black River.....	175	..
Utica, Chen. & Sus. Valley....	150	154
United N. J. R. R. & C. Co...	279	..
Valley of New York.....	112	..

Outside Securities.

Continued from Page 1.

together the showing presented by the market could not be considered at all discouraging. It is not probable that present monetary conditions will be long extended, and, with the return of money-market ease, it is more than likely that the often predicted improvement will begin to be realized.

In very few issues was trading during the past week of large extent. A more or less general disposition was shown to await further developments, and the result of this policy was a more or less lifeless market, with only here and there a stock that was made prominent by heavy trading. National Tube common was probably the most active issue during the past week. Many thousand shares of this issue changed hands at advancing prices. All the stock that was offered was well taken, and the buying was much more scattered than the selling. The stock that came upon the market was said to have been sold by a very few of the manufacturers, who received stock in payment for their plants. The preferred stock was not less strong than the common, but it was traded in to a much less extent. During the week the Directors declared the first quarterly dividend of 1¾ per cent., and this considerably increased the stock's strength. At the end of the week the stock was quoted ex-dividend at 99 bid, a net gain of three-quarters of 1 point. Brokers supposed to be acting for inside interests were the principal buyers of National Tube. It was said that these interests were taking practically all the stock offered in the market, and this was taken as a strong argument in favor of the stock.

Late in the week much attention was drawn to Amalgamated Copper. Much had been expected of this stock, and its recent decline, due probably to the absence of news in regard to the expected dividend, led to a feeling of disappointment among not a few of the holders of the stock. Moreover, there appeared to be a certain amount of forced liquidation in the stock, and this really seemed the chief cause of the very sharp decline that occurred in the stock on Friday. On that day the stock sold down to 90¾ and lost over 2 points net. On Saturday there was a further decline to 90, at which figure 500 shares of the stock changed hands, but this was followed by a rally that brought the stock to 91, the final sale of that day. The closing bid for the stock was 90¾, which showed a net loss for the week of 4 points. Nothing was heard during the week in regard to the dividend on Amalgamated Copper—nothing, at all events, beyond the repetition of rumors that this dividend is to be paid very shortly. The same reports were heard many weeks before, and in these new rumors there was nothing of a corroborative nature. The reports were not, therefore, received with much confidence, and apparently had no effect in checking the decline. News of the dividend will be anxiously looked for, and it would seem that this news will be necessary in order to give to Amalgamated Copper the firmness which it had showed for a long time prior to the recent decline.

Another copper stock—Union Copper—was also prominent in the week's trading. Attention was drawn to it by reports of efforts to secure large blocks of the stock, for which it was said that prices much above current quotations were offered. There were two sales of fairly large blocks during the week. One lot of 1,700 shares sold at 31¼, and on Friday there were sales of 5,000 shares at prices ranging from 35 to 38. During the week a report was issued by the President of the company stating that the company had an almost unlimited supply of ore, which promised most satisfactory returns on the company's stock. Unfavorable rumors were also heard, but official denial was had of these, and they had no influence upon the stock.

None of the electric stocks was either very active or very strong. Such news as was had in regard to these issues was entirely favorable, but it was practically confined to the announcement that the third quarterly dividend had been declared on Electric Vehicle common. It was stated at the time that a report will very soon be issued giving an account of the earnings of the Electric Vehicle Company, and this report is looked forward to with much interest. It is said that the statement will show that the amount required to pay the dividend just declared is a relatively small part of what the company has already earned. Of the subsidiary companies, New York Transportation was the only one that attracted much attention. It, as well as the others, ended the week with a net loss. There seemed to be a fairly good demand for all of these issues, but somewhat below the prices at which they were held, and in no quarter of the market was any disposition shown to bid up for stocks.

Distilling of America, which was so active during the previous week, was almost entirely neglected, and, as was natural under the circumstances, the bids for both issues declined from the previous Saturday's closing bids. On one or two days there was some little buying of the common stock, and for a while this issue remained at 20. At the close, however, 19 was the best bid for this issue, which lost three-quarters of 1 point net for the week. The preferred stock, which on the previous Saturday closed at 59 bid, was offered at 59¼ without a bid. No news affecting the stock was had during the week, and such buying as there was seemed to be of the same character as that which marked the trading in this issue during its active period at the beginning of the previous week. The public seems still to be taking little interest in the stock.

A sharp advance occurred in both issues of Hecker-Jones-Jewell stock. About the middle of the week it was learned that there was no foundation for the doubt that had existed as to the fact that these stocks could be exchanged, share for share, for the stock of the new United States Flour Milling Company. When this was learned, the prices of both issues advanced sharply, and offerings of the stock were withdrawn. The bid for the common advanced from 15 to 25, and that on the preferred from 50 to 60. That more was not bid for the stocks was principally due to the fact that no stock was in sight. The trading in these issues was naturally somewhat limited, and it is more than probable that most of the stock now outstanding will be converted and that trading in these issues will permanently cease.

A stock that showed particular strength was American Agricultural Chemical. Both the common and preferred stocks of this company were in good request, and the bidding for the common stock especially caused a sharp advance in that issue. It closed at 35⅝ bid, a substantial gain over that of the previous Saturday. A semi-annual dividend of 3 per cent. was declared on the preferred stock, but, as this had been fully expected, it had no influence upon the price of this issue. It is said that the company will issue a statement of its earnings, and forecasts of this report state that it will show that the company has already earned beyond the dividend declared on the preferred stock 4 per cent. on its common stock. All the reports had in regard to this company are of a most favorable nature, and its friends are predicting further advances in both issues of the stock, which they claim are fully warranted by the present position of the company.

American Air Power was not as prominent as during the previous week, but it suffered further from the unfavorable rumors spread in regard to the stock, and at the close no better bid was recorded for the stock than 45, a decline of twelve points from the closing bid of the previous week. No stock, however, was offered within many points of the bid price. The reports in regard to the company are somewhat conflicting, but, as far as can be learned, there was little or no ground for the very unfavorable reports that came from certain quarters, and it was supposed that these reports were due chiefly to efforts to bear the stock.

INACTIVE STOCKS—LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1899 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given:

Closing Sept. 16. Bid.	Asked	STOCKS.	Amount Outstanding.	Last Dividend.	Range in 1899. Highest.		Lowest.		Last Sale.
195	..	**Albany & Susquehanna**	$3,500,000	July, 1899 3½	*206½	May 11	*206½	May 11	*206½ May 11, 1899
..	..	American Bank Note	.....	..	.....	.....	.....	.....	*43 Mar. 5, 1898
145	175	American Coal	1,500,000	Sept. 1, 1899 4	150	July 27	*130	Feb. 3	144 Aug. 10, 1899
5¼	..	American Spirits Mfg.	27,864,300	....	15½	Mar. 3	5¾	July 20	6 Sept. 1, 1899
..	30¾	American Spirits Mfg. Co. pf.	6,966,000	....	41½	March 13	29	June 1	*27½ Aug. 15, 1899
17	18	Ann Arbor	3,250,000	....	18	July 19	14	Apr. 20	18 Sept. 6, 1899
..	..	At. & Charlotte Air Line	1,700,000	Mar. 6, 1899 3	..	.....	..	.....	*121 Nov. 28, 1898
..	..	**Beech Creek**	5,665,000	July, 1899 1	..	.....	..	.....	100 Oct. 31, 1898
106½	..	Boston Air Line pf	1,426,000	July, 1899 2	..	.....	..	.....	106¾ Oct. 19, 1898
..	..	B'lyn Wharf & W. pf., Series B.	5,000,000	....	21	Feb. 15	21	Feb. 15	21 Feb. 15, 1899
34	38	Buff., Roch. & Pittsburg	6,000,000	....	39	Sept. 6	30¼	Mar. 25	39 Sept. 6, 1899
102	..	Bur., Cedar Rap. & Northern	5,500,000	Aug. 1, 1899 4	110	Jan. 31	100	Jan. 17	*110 May 22, 1899
..	94⅝	**Capital Traction**	12,000,000	July 1, 1899 75c	*92	May 26	85	Feb. 29	*92 May 26, 1899
..	..	Central Coal & Coke	1,500,000	....	.....	.....	.....	.....	20¾ Oct. 13, 1898
..	..	Chicago & Alton	18,764,000	Mar. 1, 1899 1¾	175½	Mar. 25	168	Jan. 11	171 April 5, 1899
..	..	Chicago & Alton pf	3,479,500	Sept. 1, 1899 3	*196	Feb. 10	*192	Jan. 30	*198½ Feb. 15, 1899
205	210	Chicago & Northwestern pf	22,396,600	July 6, 1899 1¾	210⅞	Sept. 7	188	Jan. 19	210⅞ Sept. 7, 1899
..	..	Chicago Stock Yards	6,500,000	July 1, 1899 4	..	.....	..	.....	102½ May 22, 1897
..	..	Chicago Stock Yards pf	6,500,000	July 1, 1899 1½	.....	.....	.....	.....	120 June 4, 1898
..	..	Col. Coal & I. Dev., pf	500,000	....	8¼	Apr. 21	2	Apr. 14	6 Aug. 10, 1899
117	122	Col. Fuel & Iron pf	2,000,000	Feb. 20, 1897 4	126½	Sept. 7	88	Jan. 6	125 Sept. 8, 1899
6½	7½	Colorado Midland	3,420,200	....	8¾	Jan. 7	6¼	Aug. 23	8 Sept. 7, 1899
..	..	Col. & Hock. Coal & Iron pf	336,700	....	30	June 9	*10	Feb. 25	30 June 9, 1899
179	..	Commercial Cable	10,000,000	July 1, 1899 1¾	189	Jan. 26	189	Jan. 26	189 Jan. 26, 1899
50	56	Consolidation Coal	10,250,000	Feb., 1899 2	56	Mar. 23	52	Mar. 7	52½ May 1, 1899
100	120	**Des Moines & Ft. D. pf**	763,000	Aug. 1, 1899 7	110	June 13	80	Jan. 3	110 June 20, 1899
400	..	**Eighth Avenue**	1,000,000	July, 1899 3¾	.....	.....	.....	.....	*362½ Oct. 3, 1898
13¼	14	Erie	112,232,700	....	16¼	Jan. 19	12½	June 23	14 Sept. 6, 1899
16	18	Erie 2d pf	16,000,000	....	22½	Jan. 30	16¾	May 8	19½ Sept. 7, 1899
107	..	Erie Tel. & Tel.	5,000,000	Aug. 15, 1899 1	104	Aug. 31	*92¾	Jan. 14	104 Aug. 31, 1899
..	..	**Flint & Pere Marquette**	3,298,200	....	32¼	May 15	17	Jan. 4	*20 Aug. 25, 1899
..	..	Flint & Pere Marquette pf	6,500,000	Feb. 15, 1899 1	65	May 19	43½	Jan. 3	58 July 26, 1899
..	..	Fort Worth & Denver City	2,355,000	Mar. 15, 1898 2	25	Jan. 5	14	Aug. 9	22½ Aug. 26, 1899
..	..	**Gold & Stock Tel.**	5,000,000	July, 1899 1½	.....	.....	.....	.....	*108½ Dec. 14, 1897
..	..	Green Bay & Western	2,500,000	Feb. 15, 1899 1½	*30	Mar. 23	*30	Mar. 23	*30 Mar. 23, 1899
..	..	**H. B. Claflin 1st pf**	2,600,300	Aug. 1, 1899 1¼	*101	June 6	*99½	Jan. 31	*101 June 6, 1899
..	..	H. B. Claflin 2d pf	2,570,600	Aug. 1, 1899 1¼	*100	Feb. 28	*100	Feb. 28	*100 Feb. 28, 1899
..	..	Harlem	8,638,650	July 1, 1899 2	*390	Mar. 14	*360	Jan. 25	*390 Apr. 12, 1899
..	..	**Hawaiian Sugar**	10,000,000	....	120½	May 2	57½	Jan. 3	*105 May 20, 1899
72	75	Homestake Mining	12,500,000	Aug. 25, 1899 50c	75	Sept. 6	60½	Feb. 10	75 Sept. 6, 1899
102	..	**Illinois Central** leased line	10,000,000	July, 1899 2	*103	July 13	*99¾	June 12	*102 July 24, 1899
11	13	**Kanawha & Michigan**	9,000,000	....	15	Mar. 22	7¾	Jan. 13	12¼ Aug. 28, 1899
19	21	Keokuk & Des Moines pf	1,524,600	Apr. 15, 1899 ½	22½	Aug. 26	16	May 2	21½ Sept. 7, 1899
..	..	Keokuk & Western	4,500,000	Jan. 1, 1899 1	*32	Jan. 25	*30½	Jan. 16	*32 Jan. 25, 1899
..	..	Kingston & Pembroke	2,500,000	....	9	Aug. 17	9	Aug. 7	9 Aug. 17, 1899
74	77	Knickerbocker Ice (Chicago) pf	3,000,000	July 1, 1899 3	84	Feb. 17	72	June 24	*74 Sept. 8, 1899
202	..	**Lake Shore & M. S.**	49,466,500	July 28, 1899 3½	208	Jan. 24	196½	Jan. 5	*202 Sept. 5, 1899
11	20	**Manhattan Beach**	5,000,000	....	39	Apr. 25	5	Feb. 25	11⅛ Sept. 5, 1899
65	75	Maryland Coal pf	1,876,000	July 1, 1899 2½	60	Apr. 25	58	Apr. 24	60 Apr. 29, 1899
..	..	Mergenthaler Linotype	10,000,000	June 30, 1899 5	..	.....	..	.....	*152 May 31, 1899
110	115	Michigan Central	18,738,000	July 28, 1899 2	116	Jan. 24	111	Sept. 7	111 Sept. 7, 1899
95	97	Minn. & St. Louis 2d pf	4,000,000	July 15, 1899 2½	98½	Aug. 18	73½	Jan. 10	97¾ Sept. 6, 1899
..	..	**Nash., Chat. & St. L.**	10,000,000	Nov. 1, 1898 1	.....	.....	..	.....	*72½ Nov. 21, 1898
..	..	National Linseed Oil	1,000,000	....	9⅛	Jan. 14	3½	June 9	3½ June 9, 1899
37	40	New Central Coal	1,000,000	Aug. 3, 1899 2	42	Jan. 25	37¼	Apr. 4	38¾ Aug. 12, 1899
65	75	N. Y., Chi. & St. L. 1st pf	5,000,000	March, 1898 2	79	Jan. 23	65	Mar. 7	*72 Aug. 24, 1899
..	..	N. Y., Lack. & Western	10,000,000	July 1, 1899 1¾	133	June 7	129½	Jan. 27	*131 July 27, 1899
..	..	New York Mutual Gas	3,500,000	July 10, 1899 3	..	.....	..	.....	*350 Nov. 16, 1897
..	..	New Jersey & New York Tel.	5,000,000	July 15, 1899 1½	.....	.....	.....	.....	*124 Jan. 28, 1897
75	..	Norfolk & Southern	2,000,000	July 10, 1899 1	70½	June 2	70	May 15	70½ June 2, 1899
..	..	**Omaha & St. Louis**	621,900	....	*7	Aug. 18	*5	May 26	*7 Aug. 18, 1899
7¾	8¼	Ontario Mining	15,000,000	Dec. 31, 1897 75c	10⅛	Apr. 27	6	Mar. 23	8¼ Sept. 1, 1899
..	..	**Panama**	7,000,000	Jan. 3, 1896 2	.....	.....	.....	.....	*95 Sep. 22, 1897
..	..	Park Steel Co. pf	5,000,000	Sept. 1, 1899 1¾	*110	June 26	*110	June 26	*110 June 26, 1899
370	..	Pennsylvania Coal	5,000,000	Aug. 1, 1899 4	*375	June 17	*362	Feb. 16	*375 June 17, 1899
..	..	Philadelphia Company	7,500,000	Sept. 1, 1899 2½	102	Mar. 3	85	July 24	85 Aug. 7, 1899
..	..	P. Lorillard pf	2,000,000	July 1, 1899 2	121	Jan. 16	*117	May 16	*117 May 16, 1899
..	..	Pitts., McKeesport & Yough.	4,000,000	July, 1899 3	*137	Mar. 3	*137	Mar. 3	*137 Mar. 3, 1899
11	13	Pittsburg & Western pf	5,000,000	....	14	July 28	7	May 18	*10¾ Aug. 14, 1899
..	10	**Quicksilver** pf	4,291,300	May 15, 1899 ½	14	Apr. 13	8	Jan. 7	*11½ July 26, 1899
101	..	**Rens. & Saratoga**	10,000,000	July 1, 1899 4	*194	May 11	*187	Feb. 14	*193 June 28, 1899
130	..	Rome, Watertown & Ogdens.	10,000,000	Sept. 1, 1899 1¼	130½	Jan. 26	129¾	Mar. 1	*131¼ June 5, 1899
170	190	**St. Paul & Omaha pf**	12,646,800	Feb. 20, 1899 3½	185	Sept. 1	170	Jan. 16	185 Sept. 1, 1899
59	59¾	Silver Bullion certificates	.....	....	65	Apr. 28	60	Apr. 21	60¾ June 29, 1899
200	..	Sixth Avenue	2,000,000	July 1, 1899 3½	*200	Mar. 2	*200	Mar. 2	*200 Mar. 10, 1899
..	..	Standard Dis. & Dis.	16,000,000	....	25½	Jan. 14	12½	June 2	*13 July 20, 1899
..	..	Stand. Dis. & Dis. pf	8,000,000	July 10, 1899 1¾	82½	Jan. 10	57½	June 28	61 July 12, 1899
..	..	Standard Gas	5,000,000	June 30, 1899 1	..	.....	..	.....	*147 Jan. 22, 1898
..	..	Standard Gas pf	3,721,100	June 30, 1899 3	..	.....	..	.....	*144½ Jan. 24, 1898
..	..	Southern & Atlantic Tel.	559,525	July, 1899 2½	..	.....	..	.....	100 Feb. 17, 1898
..	..	**Texas Central**	2,649,400	....	..	.....	..	.....	10 July 13, 1897
..	..	Texas Central pf	1,324,500	Jan. 16, 1899 4	.....	.....	.....	.....	*40½ Feb. 5, 1897
15	20	Toledo & Ohio Central	6,500,000	Nov. 15, 1893 1	25	Jan. 25	20	Jan. 21	20 Apr. 4, 1899
30	40	Toledo & Ohio Central pf	3,705,000	July 25, 1896 1¼	42	Mar. 22	35	Jan. 25	42 Apr. 3, 1899
..	..	**Union Ferry**	3,000,000	July 1, 1899 ½	..	.....	..	.....	64 July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July 10, 1899 2½	..	.....	..	.....	*215½ Mar. 15, 1897
167	..	Utica & Black River	2,223,000	June 1, 1899 3½	..	.....	..	.....	165 Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	July, 1899 3½	..	.....	..	.....	*174 Nov. 11, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897 2	.....	.....	.....	.....	3 Apr. 18, 1898
..	..	West Chicago Street	13,189,000	Aug. 15, 1899 1¼	120	Aug. 8	120	Aug. 8	120 Aug. 8, 1899
..	..	Westinghouse Elec. & Mfg.	8,813,096	....	.....	.....	.....	.....	*98 Sep. 23, 1898
..	..	Western Gas	4,000,000	July 20, 1899 3	98¼	Jan. 24	93¼	Mar. 8	*98 Mar. 15, 1899
..	..	Wis. Central pf., all in. paid	2,549,200	....	25¼	Sept. 8	25¼	Sept. 8	25¼ Sept. 8, 1899

*Sales of less than 100 shares.

CLEARING HOUSE COMPARISONS.

	Exchanges.	Balances.
Sept. 16	$1,098,748,228	$43,451,021
*Sept. 9	886,526,474	43,742,433
Sept. 2	933,858,272	58,235,960
Aug. 26	972,668,143	44,757,804
Aug. 19	965,519,793	49,320,721
Aug. 12	993,739,544	47,310,779
Aug. 5	1,029,880,475	54,447,146
July 29	875,946,085	57,845,059
July 22	980,471,913	55,532,502
July 15	1,196,806,402	63,665,319
*July 8	1,026,944,953	64,489,370
July 1	1,146,838,116	66,853,468
June 24	945,738,583	52,452,896
June 17	1,137,462,946	66,904,470
June 10	1,039,203,504	56,814,127
*June 3	954,342,888	56,274,997
May 27	1,231,015,611	69,939,959
May 20	1,245,292,959	69,891,513
May 13	1,394,833,511	77,221,284
May 6	1,439,472,965	72,052,491
April 29	1,201,119,389	67,732,655
April 22	1,302,919,610	77,752,588
April 15	1,424,346,285	82,334,464
April 8	1,553,060,641	77,373,933
April 1	1,293,829,167	60,915,294
March 25	1,247,937,065	74,448,283
March 18	1,246,322,759	67,781,545
March 11	1,201,879,387	76,578,529
March 4	1,392,099,599	74,090,201
*Feb. 25	1,173,231,495	50,387,272
*Feb. 18	906,777,922	50,387,272
Feb. 11	1,133,485,998	54,866,284
Feb. 4	1,328,431,208	79,245,418
Jan. 28	1,494,429,885	67,281,634
Jan. 21	1,409,245,846	80,172,687
Jan. 14	1,251,904,989	72,624,548
Jan. 7	1,180,345,013	65,442,579
Dec. 24	1,022,436,989	48,476,273
Dec. 17	1,119,883,253	50,524,953
Dec 10	954,918,136	54,514,914
Dec. 3	1,001,138,114	51,224,114
*Nov. 26	835,064,457	39,962,257
Nov. 19	1,063,706,461	49,312,197
*Nov. 12	847,498,507	46,118,734
Nov. 5	870,393,371	49,345,459
Oct. 29	791,118,985	46,458,441
Oct. 22	798,330,565	50,873,524
Oct. 15	819,890,109	54,935,370
Oct. 8	889,055,649	49,631,063
Oct. 1	774,994,931	41,009,288
Sept. 24	814,737,560	50,621,272
Sept. 17	851,162,633	48,805,691
*Sept. 10	670,077,048	33,606,001

*Five days.

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DIVIDENDS.

STEAM RAILROAD STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Atlanta & West Point	25	Oct. 1	.....	.....
Boston & Maine (quarter)	1¾	Oct. 2	Aug. 26	Sept. 5
Canadian Pacific	2	Oct. 2	Sept. 8	Oct. 3
Canadian Pacific pf	2	Oct. 2	Sept. 1	Oct. 3
Chesapeake & Ohio	1	Oct. 25	Sept. 26	Oct. 25
Chicago & Alton com	$2.25	Oct. 2	Sept. 20	Oct. 3
Chicago & East. Illinois pf. (quarter).	1½	Oct. 2	Sept. 13	Sept. 18
Chicago, Milwaukee & St. Paul	2½	Oct. 21	Oct. 2	Oct. 13
Chicago, Milwaukee & St. Paul pf..	3½	Oct. 21	Oct. 2	Oct. 13
Chi. & Northwestern pf. (quarter)...	1¾	Oct. 6	Sept. 21	Sept. 29
Chicago, R. I. & Pacific (quarter)...	1¼	Nov. 1	Sept. 28	Oct. 9
C., Cin., Chi. & St. L. pf. (quarter)..	1¼	Oct. 20	Sept. 30	Oct. 5
Evansville & Terre Haute	2	Oct. 19	Sept. 26	Oct. 20
Evansville & Terre Haute pf	2½	Oct. 16	Sept. 29	Oct. 16
Manhattan (quarter)	1	Oct. 2	Sept. 15	Oct. 3
N. Y., N. H. & Hartford (quarter)..	2	Sept. 30	.....	.....
Southwest Pennsylvania	5	Oct. —	.....	.....
United N. J. R. R. & C. (quarter)...	2½	Oct. 10	Sept. 20	Oct. 1
Rio Grande & W. (stock dividend)..	1	Sept. 30	Sept. 15	.....
Southern pf	1	Oct. 4	Sept. 11	Sept. 22
Sunbury & Lewiston (semi-annual)..	4	Oct. 2	.....	.....
Union Pacific pf. (semi-annual).....	2	Oct. 2	Sept. 9	Oct. 11
West Va. Cent. & Pittsburg	½	Oct. 7	.....	.....

STREET RAILWAYS.

Chicago City Ry. (quarter)	3	Sept. 30	Sept. 15	Sept. 21
Philadelphia Traction	4	Oct. 2	.....	.....
West End St. (Boston)	3½	Oct. 2	Sept. 18	Oct. 3

TRUST COMPANIES.

Manufacturers, Brooklyn, (quarter)..	2	Oct. 2	Sept. 25	Oct. 2

MISCELLANEOUS COMPANIES.

Amer. Agricultural Chem. pf.	3	Oct. 1	.....	.....
Am. Car & Foundry pf. (quarter)...	1¾	Nov. 1	Oct. 10	Nov. 3
Am. Pipe Mfg. (quarter)	3	Oct. 2	Sept. 15	Oct. 2
Am. Sugar Ref. (quarter)	3	Oct. 2	Sept. 11	Oct. 3
Am. Sugar Ref. pf. (quarter)	1¾	Oct. 2	Sept. 11	Oct. 3
Am. Waltham Watch (extra)	16 2-3	Oct. 12	.....	.....
Arizona Mineral Land	5	Sept. 28	Sept. 25	Sept. 28
Boston-Aurora Zinc Min. (monthly)..	2-3	Sept. 25	Sept. 14	Sept. 25
Calumet & Hecla Mining	$20	Sept. 29	.....	.....
Chi. Junc. Ry. & U. Stock Yds. pf.	1½	Oct. 2	Sept. 16	Oct. 3
Col. (Ohio) Gas, Light & Heat	1½	Oct. 10	Sept. 19	Oct. 11
Col. (Ohio) Gas, Light & Heat pf...	3	Oct. 10	Sept. 19	Oct. 11
Commercial Cable (quarter)	1¾	Oct. 2	Sept. 20	Oct. 3
Continental Tobacco pf	1¾	Oct. 1	Sept. 15	Oct. 3
Electric Vehicle (quarter)	2	Oct. 2	Sept. 20	Oct. 5
Federal Steel pf. (quarter)	1½	Sept. —	.....	.....
Homestake Mining (monthly)	25c	Sept. 25	Sept. 20	Sept. 25
Homestake Mining (extra)	25c	Sept. 25	Sept. 20	Sept. 25
International Paper pf. (quarter)....	1½	Oct. 2	Sept. 15	Oct. 3
Knick. Ice (Chi.) common (quarter)..	1½	Oct. 1	.....	.....
Libby, McNeill & Libby (quarter)..	2	Oct. 2	.....	.....
Mergenthaler Linotype (quarter)....	2½	Sept. 30	Sept. 16	Oct. 2
Mergenthaler Linotype pf. (extra)...	2½	Sept. 30	Sept. 16	Oct. 2
Montana Ore Purchasing (extra)....	$1	Sept. 27	Sept. 16	Sept. 27
National Biscuit (quarter)	1	Oct. 15	Oct. 5	Oct. 16
National Steel pf. (quarter)	1¾	Sept. 30	Sept. 20	Oct. 2
National Tube pf. (quarter)	1¾	Oct. 2	Sept. 16	Oct. 4
P. Lorillard pf. (quarter)	2	Oct. 1	Sept. 25	Oct. 2
Pressed Steel Car pf. (quarter)	1¾	Oct. 16	Sept. 18	Oct. 16
Republic Iron & Steel pf. (quarter)..	1¾	Oct. 1	Sept. 15	Oct. 2
Royal Baking Powder pf. (quarter)..	1½	Oct. 2	Sept. 20	Oct. 3
St. Joseph (Mo.) Gas	1½	Sept. 20	Aug. 19	Sept. 22
Standard Gas Light Co. (quarter)....	1	Sept. 30	.....	.....
Standard Oil, N. J., (quarter)	5	Sept. 18	Aug. 16	Sept. 19
Swift & Co. (quarter)	1¾	Oct. 2	Sept. 16	Oct. 2
Union Bag & Paper pf. (quarter)....	1¾	Oct. 1	Sept. 14	Oct. 2
Union Ferry (quarter)	½	Oct. 2	Sept. 20	Oct. 3
Union Ferry (extra)	1	Oct. 2	Sept. 20	Oct. 3
United Shoe Machinery (quarter)..	2	Oct. 14	Sept. 19	Oct. 2
United Shoe Machin. pf. (quarter)..	1½	Oct. 14	Sept. 19	Oct. 2
United States Oil (quarter)	50c	Oct. 2	Sept. 18	Oct. 2
United States Oil (extra)	50c	Oct. 2	Sept. 18	Oct. 2
United States Leather pf. (quarter)..	1¾	Oct. 2	Sept. 15	Oct. 3
United Gas Imp't (quarter)	2	Oct. 14	.....	.....
Welsbach Light (quarter)	50c	Sept. 19	Sept. 12	Sept. 19
Western Union Tel. (quarter)	1¼	Oct. 16	Sept. 20	Oct. 12
Westingh'se El. & Mfg. pf. (quarter).	1¾	Oct. 2	Sept. 23	Oct. 3

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
Chesapeake & Ohio	Sept. 26	Oct. 25	Oct. 24	Annual
Chi., Ind. & Louisville	Aug. 30	Sept. 21	Sept. 20	Annual
Chicago, Milwaukee & St. Paul	Aug. 31	Sept. 25	Sept. 22	Annual
Chicago, Mil. & St. Paul	.....	.....	Oct. 5	Special
Chicago Terminal Transfer	.....	.....	Oct. 11	Annual
Great Northern	Sept. 27	Oct. 13	Oct. 12	Annual
Hocking Valley	Sept. 5	Oct. 4	Oct. 3	Annual
Louisville & Nashville	Sept. 22	Oct. 5	Oct. 4	Annual
Minneapolis & St. Louis	Sept. 2	Oct. 4	Oct. 3	Annual
New York Central	Aug. 25	Sept. 1	Sept. 27	Special
N. Y. & East River Ferry	Sept. 18	Oct. 6	Oct. 5	Annual
Northern Pacific	.....	.....	Oct. 3	Annual
Oregon Short Line	Sept. 23	Oct. 12	Oct. 11	Annual
Pacific Coast	Sept. 15	Oct. 12	Oct. 11	Annual
Rio Grande Southern	Oct. 6	Oct. 20	Oct. 16	Annual
St. Louis Southwestern Railway Co.	Sept. 2	Oct. 4	Oct. 3	Annual
St. Louis Stock Yards	1½	Oct. 2	.....	.....
Union Ferry Company	Sept. 20	Oct. 4	Oct. 3	Annual
Union Pacific Railroad Company..	Sept. 9	Oct. 11	Oct. 9	Special
Union Pacific Railroad Company...	Sept. 9	Oct. 11	Oct. 10	Annual
Union Traction Co. (Philadelphia)...	Aug. 30	Sept. 21	Sept. 20	Annual
Wabash	Sept. 9	Oct. 11	Oct. 10	Annual

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September 7, 1899.

RESOURCES:

Loans and discounts	$3,135,058.22
Due from banks	269,051.80
Cash and reserve	989,543.60
	$4,393,653.62

LIABILITIES:

Capital	$500,000.00
Surplus and profits	102,513.20
Circulation	45,000.00
Deposits	3,746,140.42
	$4,393,653.62

B. F. DENNISSON, Cashier.

ESTABLISHED 1828.

PENN NATIONAL BANK

of Philadelphia.

September 7, 1899.

RESOURCES.

Loans, Discounts and Investments	$4,128,697.91
Due from Banks	171,208.98
Cash and Reserve	1,078,958.52
	$5,378,865.41

LIABILITIES.

Capital Stock	$500,000.00
Surplus Fund and Undivided Profits (net)	604,166.72
Circulation	43,950.00
Deposits	4,230,748.69
	$5,378,865.41

S. S. SHARP, President.
H. G. CLIFTON, Cashier.

The Corn Exchange Bank,

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WILLIAM A. NASH, President.

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